

RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

Ends and Lags to Tolling Congrains CAR COVERING AND CAR SEATS, which same now scarles

AND CARRY AND DUCK FRIENDS OF AND SUPERIOR TO ALL COME CONTROL AND SUPERIOR TO ALL COME CONTROL AND SUPERIOR TO ALL COME CONTROL AND SUPERIOR AND SU

IRAVIET HUNT, Cooms Agent.

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9 LIBERTY SQUARE, BOSTON. Perkins, Livingston & Post,

SATURDAY, DECEMBER 4, 1869.

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JOHN H. SCHULTZ, PUBLISHER AND PROPRIETOR,

No. 9 Spruce Street. Con . 1211 Street Little 11



## Union Car Spring Manufacturing Co.

4 DEY STREET, NEW YORK.

Used by the Principal Railroads in the United States.

F. W. RHINELANDER, President. S. VERNON MANN, Treasurer.

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HAMMERED AND ROLLED.

#### Tyres, CRUCIBLE AND BESSEMER.

AGENTS FOR THE UNITED STATES,

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### PITTSBURGH

CAST STEEL SPRING CO,.

MANUFACTURERS OF EXTRA TEMPERED LIGHT ELLIPTIC CAST STEEL SPRINGS,

For R. R. Cars and Locomotives, from best Cast Steel. A., FRENCH, Superintendent,

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#### PITTSBURGH, PA.

Orders received by HUSSEY, WELLS & CO.,

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#### Railroad Track Scales

And every variety of Smaller Scales MADE UNDER THE SAMPSON PATENTS.

AND FOR SALE BY

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ARE SUPERIOR TO ALL OTHERS in sensitivenes, simplicity, rigidity, accuracy, durability, compactnes, facility and exactness of adjustment, and adaptability to any location. The kinife edges are subject to no perceptible friction, and the scale may be made of any length or width to suit the purchaser. The weighing-beam may be in any position on either side of, at any distance and in any direction from the Scale. A very shallow excavation only in necessary for erecting the Scale. The parts are all small but strong and easily handled. The main or supporting levers in the Railroad Track Scale are only 12 inches in length, and cannot bend or spring.

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IRON and STEEL RAILS of best English brands; also, OLD RAILS, and all kinds of SCRAP IRON, wrought and cast, suitable for remanufacture. A supply of NEW and OLD RAILS constantly ON HAND.

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#### West Cumberland Hematite Iron Co.

Manufacturers of BESSEMER PIG IRON specially adapted to the manufacture of BESSEMES STEEL; also FOUNDRY and FORGE IRON of superior quality. Supplies of these from always on hand GENERAL RAILWAY AGENTS and COMMISSION MERCHANTS, Railroads and Control furnished with supplies and materials. RAILWAY ROAD STOCKS, BONDS and other securities bought and seld. Advances made on consignments of Railway Iron and Metals.

#### EGLESTON BROTHERS & CO

166 SOUTH-ST., NEW YORK.

American and Foreign Bar Iron Including all the usual size

### ULSTER

IN LOTS TO SUIT PURCHASERS.

## AMERICAN RAILROAD JOURNA

## STEAM NAVIGATION, COMMERCE, FINANCE,

## ENGINEERING, BANKING, MINING, MANUFACTURES.

#### ESTABLISHED IN 1831 versus at reasons of the established of I

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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Mr. FREDERICK ALGAR, No. 11 Clements ne, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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#### American Railroad Journal.

New York Saturday, December 4, 1869.

#### St. Joseph and Denver City Railroad. FROM ST. JOSEPH TO FORT KEARNEY.

The undersigned, as representatives of the St Joseph and Denver City Railroad Company, have the honor to offer for sale a limited number of the First Mortgage Bonds of the above-mentioned company, and invite the attention of investors, capitalists, and others, to the subject-matter here-

RON

Co

CC

Iron

These bonds are dated August 14th, 1869, have thirty years to run, and are payable at maturity in the city of New York, in United States gold coin equal to the present standard.

They are in denominations of \$1,000 and \$500. They bear interest at the rate of eight per cent. per annum, payable on the 15th days of February and August in each year, free of Government taxes, in like gold coin as specified in the semiannual coupons attached to the bonds, to wit:

ON THE \$1,000 DOLLAR BONDS.

 New York
 \$40.00

 London
 £8
 4s. 4d.

 Frankfort-on-the-Main
 100fl.

 In the City of New York ..... And on the \$500 bonds, one-half these amounts

The presentation of the coupons for payment at

tion of the holders of the bonds without notice.-The bonds can be converted at the request of

the holder from coupon to registered bonds, and interest made payable also at any of the three mentioned places at the pleasure of the holder.

The total amount of bonds, and all that can be issued under the mortgage, is \$1,500,000, which is upon 111.08 miles of road, and is at the rate of \$13,503.79 per mile.

They are secured by a first and only mortgage, executed to the Farmers' Loan and Trust Com. pany, as trustee for the bond-holders, on 111.08 miles of the company's line, from the city of Elwood (opposite the city of St. Joseph, Mo.) to Marysville, Kansas, their franchises, rights of way, property of all kinds, equipments, rolling stock, depots, machine-shops, and lands in Doniphan, Brown, Nemaha, and Marshall Counties, in the State of Kansas.

These bonds are further secured by the terms of the trust deed, which requires the Farmers' Loan and Trust Company (to whom the proceeds of the bonds must be paid) not to pay over to the railroad company any of the funds received from sales of the bonds, until they are furnished with proper evidence that the road is completed, ironed, and ready for the rolling stock, which is arranged in sections of five miles, and then only at the rate of \$12,000 per mile: be

By the same terms the Farmers' Loan and Trust Company are the sole and absolute custodians of all the bonds issued under this trust deed, and countersigns them when issued. By this the holder of any of these bonds has a sure guarantee that the money which he has contributed finds an equivalent in a completed railroad,

The security is undoubted, and will command at once the confidence of all. In stantill citi

Forty miles of road are in successful operation: the remaining portion is being rapidly completed.

Over one million(\$1,000,000) of dollars has been expended on the road, from stock subscriptions and donations, and the work now completed, with all the equipments and rolling stock, is entirely

The company have a grant of land from the United States Government of 1,600,000 acres, at any of the three mentioned places, is at the op- the value, at the present market standard, of the

sum of \$1,000,000. This land is in alternate sec tions, ten miles in width from either side of their line (with the privilege of claiming twenty miles), and was granted to the company to aid them in building the line to Fort Kearney. Though not mortgaged in this trust deed, the lands form an asset of great value to the company, with which to meet its liabilities. The Government granted also to the company the right of way through its property.

the road and the increased amount to wood on

The company, free from debt, ask this loan of \$1,500,000 to aid in completing the line.

They are coupon bonds, but may be registered in the owner's name at the Farmers' Loan and Trust Company, who are the Company's Registry and Transfer Agent.

They can be converted into a registered bond by the surrender of the coupons, and the interest paid to the registered owner.

The receipts of the company from all s urces are sufficient to pay the interest,

They are offered at 971/2 and accrued interest in currency, with the reserved right to advance the price without notice.

Government and all kinds of marketable securities will be received at their current market price, without commission, in payment of these bonds. Bonds sent by express or packages received in

payment will be free of charge.

Having had all the papers and documents relating to the loan examined by competent counsel. and pronounced complete and sufficient, and having personally examined the same, which we find in every respect perfect and regular, and having had the property examined by our agents, whose reports are entirely satisfactory, we do, with the utmost satisfaction, recommend the First Mortgage Eight per Cent. Gold Bonds of the St. Joseph and Denver City Railroad Company as an entirely safe, secure, and profitable investment, in all respects worthy the attention of investors, capitalists, and others.

W. P. CONVERSE & Co. Commercial Agents, 54 Pine Street, New York, TARRER & Co., Fiscal Agents, 49 Wall Street, New York.

Chesapeake and Ohio Railroad

The second annual meeting of the stockholders of this company was held in Richmond on the 26th uit. From the report of the President it appears that the gross earnings of the road for the fiscal year ending September 30, 1869, were \$662,-674 55, and the expenses, \$477,581 63, making the net earnings, \$185,092 92. The increase of receipts over the previous year, was \$68,820 49, and the increase of expenditures, \$40,988 14 making the increase of net earnings, \$22,387 35. From the expendituses are to be deducted the amounts paid for relaying with new iron a portion of the road and the increased amount of wood on hand.

The indebtedness of the company is increased by the sum of \$953,136 63, and now stands at \$3,087,847 80. The whole of this increase is chargeable to the construction and equipment of the road west of Covington.

It is supposed that the receipts for the year ending September 30th, 1870, will reach \$700,000. and that these receipts will provide means to pay the running expenses of the road, the interest on the whole of the present indebtedness of the company, and leave a balance sufficient to pay for such new iron as may be necessary for repairs.

The capital stock of the company is \$3,383,809

Amount paid by Board of Public .. \$2,013,987 52

than State ..... 1,839,983 87

Paid by subscribers to 8 per cent. 29.838 08 preferred stock.....

The general condition of the roadway is good, and the rolling stock and motive power of the company is in first rate condition.

At the instance of Col. John B. Baldwin, a select committee of 13 was appointed to consider so much of the President's report as related to the arrangements made with New York capitalists for the prosecution and completion of the road to the Ohio River, who subsequently reported the following resolutions, which were adopted by a vote of 51,000, against 5,000 shares:

"1. Resolved, That the stockholders of the Chesapeake and Ohio Railroad Company, assembled in general meeting, do approve of the action of the President and Directors of the company in negotiating, accepting and ratifying the proposi-tion and agreement of Messrs. C. P. Huntington tion and agreement of Messrs. C. P. Hunting and others, dated New York, Nov. 16th, 1869, do hereby authorize and empower the President and Directors to do whatever may be necessary to carry the same into full effect.

"2. That the stockholders will proceed to elect eleven Directors, who shall have authority to choose from their own number a President and a Vice President of the company.

" 3. That the Directory so organized shall have full power and authority to organized anni nave full power and authority to organize the company in all its departments, to provide for the selection and employment of all officers and agents of the company, to prescribe their duties and define company, to prescribe their duties and denne their authority, to ascertain and fix their compensation, and generally to make for the Govern-ment of the company such rules as they may deem necessary, so that the same be not inconsis-tent with the charter of the company or the law of the land, and that they be at all times subject to the authority of the stockholders in general

On motion of Col. Baldwin the following per-

sons were elected directors for the cosuing year: C. P. Huntington, A. A. Lowe, Wm. H. Aspin-wall, Pliny Fisk, David Stewart, Jonas G. Clark, William B. Hatch, H. Chester Parsons, John Echols, Williams C. Wickham and Joseph R. Anderson. All but the three last named are citizens of New York, and the appointments were made in accordance with the contract just ratified. It is stated that Mr. Huntington will be President, to reside in New York, and General Wickham, the present President, will be Vice President, to reside on the line of the road.

The amount of money already expended in the construction of the road is \$10,000,000. The contract entered into is to complete and equip the road to the Ohio River at the mouth of the Big Sandy at a cost of \$15,000,000-\$10,000,000 for construction and \$5,000,000 for equipment; distance to be built. 200 miles.

New York, Flushing and North Side R. R. The completion of the extension of this road from College Point to Whitestone, on Long Island Sound, was formally celebrated on the 27th ult. This road commences at Hunter's Point, in the new depot now being erected immediately adjoining the James Slip and Thirty-fourth street ferries, and passes through Dutch Kills, Woodside, Winfield, Newtown, and West Flushing, to the western side of Flushing, a distance of seven miles. At this point it divides into two branches one running to College Point, and thence to Whitestone, eleven miles from Hunter's Point; the other extends on through Flushing, Bayside and Little Neck, to Brookdale Station (Great Neck) near Manhasset Village, 14 miles from Hunter's Point. The present easterly terminus is at Brookdale, although the route is located still further

eastward.

The track has been constructed in the most thorough manner, with excellent grades, heavy ties, first-class cattle guards, etc. The rails are of the best quality. All new rails laid, embracing most of the route from Hunter's Point to Whitestone, are puddled steel on all curves, and the rest are quality iron rails-that is, a heavy base of very tenacious iron with hard granular heads which thus secures great strength, and a hard wearing surface. These rails are from the noted works of Funke & Elbers in Prussia. The rails are strongly bound together at the joints in a superior manner with puddled steel "Fish bars." The nuts on the four strong bolts at each joint are kept from working loose, by a simple and ingenious arrangement. A continuous rail is thus, in effect, secured, which adds very greatly to safety, and carries the cars with an easy gliding motion. No better or safer track has yet been devised, The Drawbridge is provided with Self-acting Electric Signals, which operate at a distance.

The rolling stock is new, and has all the latest improvements. The Locomotives, built for and exactly adapted to the wants of the road, are from the celebrated Rogers Locomotive Works at Paterson, and are equal in quality to any produced. All the locomotives are entirely alike, so that the parts most subject to wear can be quickly replaced from duplicates. The passenger cars, are strongly built, in testeful style, and with good upholstering. They are warmed by Baker & Smith's new process—an iron pipe containing a

warm liquid, coils under each seat, thus distribut. ing the heat uniformly through the whole car, and good ventilation is also secured.

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Exc

Miller's new Platforms and Couplings are used. which require no bolts or links. The cars couple themselves on coming together, and are released with a simple lever, by the brakeman upon the platform. The ends of the cars come so closely together as to form a continuous floor from one to another. The Loughrigde Steam Brake gives the engineer complete and instant control of the whole train by simply opening a valve. Both passenger cars and engines are supplied with Grigg's patent wood-packed wheels and steel tires. These prevent the usual " metallic jar" and not only add to the comfort of riding, but also greatly diminish the wear of both cars and track, and the danger of fracture. In short, every valuable improvement possible has been combined in the locomotives and passenger cars.

#### North Carolina Railroad.

The gross earnings of this road for the years ending May 31, 1868 and 1869, compare as fol-

lows:	00000	NAME OF	Management of the	
L CORTESTS.	1868.	SEE	1869.	
" freight 34	2,774 4,359 6,725	28	\$196,187 364,140 16,725	90
Expenses, viz:	3,859	11	\$577,053	85
	97,130 11,395		\$68,972 401,110	
Commence of the commence of th	08,526 25.322		\$479,088 \$106,969	

In expenses, the word "old" means interest on old debts, and debts made and not entered on the books previous to each fiscal year. The word "new" means actual current expenses. Of the above "old" in the fiscal year 1867-'68, \$44,694 42 is for interest, and \$52,436 37 for other debts; and in 1868-'69, \$41,145 29 is for interest, and \$27,827 70 for other debts. Excluding the "old" entries, the net earnings for 1867-'68 would be \$122,463 47, and for 1868-'69, \$175,942 98.

Of the current expenditures for 1868-'69, (\$401,-110 87,) the following are regarded as extraordi-

nary: man arm a sail look not suggested	是明明集工	
New railroad iron, chairs and spikes	\$72,655	34
Buildings and bridges	10,901	28
Interest and discounts	30,244	83
Incidentals	6,631	58
Rebuilding engines	7,099	75
New cars	12,345	00

\$139,877 78

-leaving the actual current expenses for the year, \$261,233 09, and the actual net earnings over operating expenses, \$315,820 76, an increase over the previous year of \$50,585 01.

The general income accounts for the two years

under review compare a	19 TOHOWS	Smith.	ALTERNO SERVICIO
Receipts:	1868.		1869.
Earnings, as above	\$533,859	11	\$577,058 85
Old iron sold	82,562	82	58,338 60
Other property	1,428	87	1,525 99
Rents		78	5,481 51
Shop account			2,623 85
Interest			7,262 67 4.843 64
Mileage of cars			987 31
Miscellaneous	8,391	02	901 01

Total receipts .. \$585,411 09 \$658,117 42

Expenditures:	label o person
Transportation \$117,308 \$2	2119.067 46
Motive power 87,639 47	25.928 02
ars 37,654 15	89 612 62
Maintenance of road 118,165 76	94,040 07
Subsistence 8,507 19	17 716 95
Maintenance of build'gs 5,395 48	9 662 07
Maintenance of bridges. 18,451 08	8 269 48
Stock killed 1,769 67	1 582 95
Interest	71,890 12
	7,289 49
New rails, chairs and	1,200 20
spikes 113,522 29	72 855 84
Taxes 378 85	2,869 14
[alea 910 00	2,000 14
Total expenditures \$508,526 43	\$470,083 86
Excess of receipts \$76,884 66	
Included in the expen- ditures are "old" as	filey of the P
follows 97,130 79	68 972 92
SECTION OF THE COLD STREET, DESCRIPTION	a (Clarico de Septembro
Excess of receipts over	od the lings, yebo
EXPERS OF LECOIDER OVER	
"new" or current ex-	\$257,006 55
"new" or current ex- penses\$174,015 45	
"new" or current ex- penses\$174,015 45 The following is a condensed e	xhibit of the
"new" or current ex- penses	xhibit of the
"new" or current ex- penses\$174,015 45 The following is a condensed e	xhibit of the
"new" or current ex- penses\$174,015 45 The following is a condensed e business of the company for the fis- ing May 31, 1868 and 1869:	xhibit of the
"new" or current ex- penses	xhibit of the cal years end- 1869.
"new" or current ex- penses	xhibit of the cal years end- 1869. \$62,264 11
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"new" or current ex- penses	xhibit of the cal years end- 1869. \$62,264 11 1,791 50
"new" or current expenses	1869. \$62,264 11 1,791 50 2,740 00 658,117 42
"new" or current ex- penses	xhibit of the cal years end- 1869. \$62,264 11 1,791 50
"new" or current ex- penses	1869. \$62,264 11 1,791 50 2,740 00 658,117 42 97,724 12
"new" or current expenses	1869. \$62,264 11 1,791 50 2,740 00 658,117 42 97,724 12 \$822,637 15
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"new" or current expenses	1869. \$62,264 11 1,791 50 2,740 00 658,117 42 97,724 12 \$822,637 15 \$470,083 86
"new" or current expenses	1869. \$62,264 11 1,791 50 2,740 00 658,117 42 97,724 12 \$822,637 15 \$470,083 86 2,030 36
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"new" or current expenses	1869. \$62,264 11 1,791 50 2,740 00 658,117 42 97,724 12 \$822,637 15 \$470,083 86 2,030 36

d

Total .........\$684,497 86 \$822,637 15 The financial condition of the company now and one year ago is thus explained in the Report of the Treasurer :

The debt of the company reported and entered on the books of the company on the 31st of May, 1868, was \$580,134 92, to which add \$68,972 99 of old debts not reported and entered on the books of the company, but which have been paid during the past year, and also dividend No. 9, of \$240,000, declared on the 8th July, 1868, which properly belongs to the fiscal year ending 31st May, 1868, we have the total debt of the company on the 31st May, 1868, of \$889,107 91, of which amount there has been paid during the year the sum of \$211,248 87, leaving the debt of the company as shown by the books of the Secretary to be on the 31st of May, 1869, \$677,859 04, which debt may be decreased \$144,179 32, as follows: Assets on hand, \$110,522 93, and the deduction on negro bonds, \$33,656 39, leaving actual balance to be paid, \$533,679 72.

The general exhibit of the business of the company for the fiscal year shows an increase of the debt of the company of \$97,724 12, the cause of which will be readily seen is by the dividend of \$240,000 declared on the 8th July, 1868, and the old debts of \$68,972 99 not reported and entered on the books of the company and the difference in the assets now and one year ago, all of which The debt of the company reported and entered

on the books of the company and the difference in the assets now and one year ago, all of which is necessary to show up in the fiscal year closing with 31st May, 1869.

The receipts for the fiscal year ending 31st of May, 1869, from passengers, freights, mails, mileage of cars and minor sources, have been \$658,117, 42, while the current expenses for the same time have been \$401,110,87, of which amount \$261,233 hitherto a branch of the Fitchburg Railroad, has been sold to the Boston and Lowell R. R. Co.

perating expenses of the road, and \$139,877 78 are been applied to the extraordinary expenses and pairs of the road, leaving net income over and bove the ordinary and extraordinary operating expenses and repairs of the road \$257,006 55, an mount more than sufficient to pay a dividend of per cent, on the capital stock of the company.

The road is 223 miles in length, with 17 miles sidings. The equipment consists of 24 engines 0 passenger, 5 mail, 9 baggage and express, 142 ox, 105 flat, 5 bridge, 15 gravel, and 42 pole cars liles run by engines, 844,068. Number of through assengers carried, 10,259; do., local do., 68,691 total, 78,950. Tons of through freight, 45,351; o., local do., 87,932-total, 83,283.

The financial condition of the company as of fay 31, 1868 and 1869, is thus stated in the gen-

eral ledger balances:	M min 1	er o N	I wil beauty	1200
Capital stock \$	1868.	00	1869. <b>\$4</b> ,000,000	00
Loan 8 per cent. due	1,000,000	OU	64,000,000	VV
March 1, 1867	144,000	00	95,000	00
Interest due on same	4,860		1,880	
Mort. loan 8 per ct.,	4,000	00	1,000	w
due Nov. 1, 1872	142,500	00	158,000	00
Interest due on same	112,000	00	1,020	00
	10 130	w	11 10 (1)040	90
Mort. loan 8 per ct., due Nov. 1, 1877	146,500	00	166,000	00
Interest due on same	20		1,640	00
Mort. loan 8 per ct.,	10,000 40	UU	1,010	vu
due Nov. 1, 1888	9011 87897		146,000	00
Interest due on same	opetiae e		520	
Dividend certificates	18-88 45 F		de III de	V
	os, which	物在行	LATUR TO PRO	1 9
fundable in 20 yrs'	ogia irin y		Lingert elt n	2153
8 per cent; mort,	# 164 M	197	0 000	00
bonds	****		6,980	w
Dividend No. 9, bal-			THE R DEED.	20
ance payable in 20	क्षित्र हार्च हार	600	2001301 950	43
years' 8 per cent.	"Hospins	A. yo	0.050	00
mort. bonds	9999	***	8,250	
Due on dividends	898		867	
Temporary loans	12,676			
Bills payable	20,992		6,170	
Due other companies	9,209	80	3,669	21
Due on individual ac-	40.000	0.9	and obs	TO
counts	40,078			
Due on pay rolls	14,432		15,287	
Due on negro bonds.	43,927			
Profit and loss	732,834	87	682,708	40
Total\$	5,312,969	79	\$5,860,567	47
Road, equipment and	Anichiaeu'		January Sax	
road, equipment and	. 050 005			180

Road, equipment and	Anghisen'i	J.	na synanasa C	(1)
real estate\$	4,950,605	68	\$4,949,844	54
Sinking fund	204,000	00	204,000	00
Stock of Chatham R.	THE STIE	9	rade to note	Œ.
R. Co	74,700	00	74,700	00
Stock of North Caro-	digital end	23	aphisisppa	4
lina R. R. Co	21,400	00	21,500	00
Due from station	and but		places coo	20
agents	5.226	52	16,879	96
Due from other com-	S There al	aos.	Western Ar	25)
panies	5.195	99	8,898	64
Due from individuals	13.796	69	16,015	29
Due from freight ex-	reportac	Lat	thed by offic	181
changes	2,106	44	1.670	81
Due from U. States .	14,871	09	8,686	64
Due from P. O. Dept.	2,787		2,786	58
Bills receivable	5,610		6.405	40
Due from Southern		18	#5 15 100 gre	
Express Co	600	10	1.000	00
Cash	12,569		68,500	
Prince on readily 128	LAT SABRICE	-	product minds & last of	io.

Total .....\$5,812,969 79 \$5,860,567 47

President .- W. A. SMITH.

Louisville Commercial Convention: ON SOUTHERN PACIFIC RAILROAD.

Your Committee were appointed by the late convention at Memphis, and by a resolution of that body were instructed to make a report to this convention.

We present the resolutions, which were unanimously submitted by our Committee and with such unanimity adopted by that convention, not a dissenting voice from one thousand one hundred delegates, representing twenty-two States, being

[Here the resolutions adopted by the Memphis

Convention were read.]
We ask leave further to submit additional reasons for the action there taken.
In the United States Senate report of Feb. 19, 1869, from the Committee on Pacific Railroad, the following truth was uttered:

"The highways of nations are the measure of their civilization. Without roads there cannot be society, Government, commerce or intelligence. In exact proportion to the abundance and excel-lence of highways are the exchange of services between men, the communication of thought, the evonomy of labor, the augmentation of wealth, the growth of comfort, the development and consolidation of the civilized State."

The able Commissioner of the land office, in his

solidation of the civilized State."

The able Commissioner of the land office, in his last (unpublished) report, also says:

"Indispensable to the success and growth of commerce is a well adjusted system of thoroughfares by which a regular and speedy intercommunication may be maintained. The prosperity of ancient Italy may be measured to some extent by the increase of the wonderful highways, which in the zenith of that State, stretched from the capital to grasp and unite the provinces, which from time to time were added to the State. These stupendous lines reached from the wall of Agricola to the distant waters of the Tigris, and an aggregate of 14,000 miles had been constructed."

A distinguished English historian remarked:

"Of all inventions, the alphabet and printing press alone excepted, those which abridge distances have done most for the civilization of our species, every improvement of the means of locomotion benefitting mankind, morally and intellectually as well as materially.

Mr. President, the Roman Empire undoubtedly gained vast strength from its then unequaled roads, which so wonderfully increased its commerce and afforded facilities for the rapid concentration of military power.

The American republic is the equal of that

merce and afforded facilities for the rapid concentration of military power.

The American republic is the equal of that Roman empire in its vast expanse of territory, its wonderful resources, and its commanding power. What Rome would have been with the aid of steam and electricity we shall demonstrate as cycles succeed each other and the whole continent becomes peopled with myriads of energetic, cultivated and progressive Americans. We have railroads to develop our unknown riches; the constantly increasing foreign immigration steadily fills up the far West, and towns and cities are the creation of a day; pioneers unlock the new treasure houses of nature in remote mountain districts, and yearly increase the resources of the country; railroads pierce the wilderness, and, where a few short months ago beasts of prey held undisputed sway, the evidences of civilization spring up as if a potent magician had stretched forth his wand.

Whilst this has been done for other sections the South has been crushed by disasters. But now it is essential that the Southern States should have a Pacific Railroad, the outlet for their commerce, and a future highway for the world. Nature itself has spoken in behalf of that routs, which, passing through the broad domain of Taxas upon a natural road bed, encounters no difficulties of engineering and has no mountains to overcome. The snow, which blocks up other routes for months and makes transit difficult as well as dangerous to human life, never falls upon this southern line. Winding around the solitary mountains, which dot the table lands of Arizona the terminus which dot the table lands of Arizona the terminus. tration of military power,

in San Diego gives one of the most magnificent facilities for mining, as the ore lies in pure forms sail up the placid waters of the bay, whose natural bulwarks protect it from gales, so that any vessel might be beached and floated off without damage by the ensuing tide. Upon the bar at low tide there are 22 feet.

In reference to the line via El Paso, every one will plainly perceive by glancing at the map that it is the shortest as well as the most serviceable for every section of the country. And we can effect more rapidly the enrichment and prosperity of every Southern State by the construction of this highway than by any other possible method; and by natural reaction the commercial circles of the entire country will be affected in a signal manner, causing that content and accord and national happiness which affluence always com-mands. The Northern States, with accumulated capital, can extend their Briarean arms to see new fields of countless wealth, whilst colonization along the broad belt of fertile lands will build up an immense local traffic. The vitalizing influence of intellect, energy and capital combined will soon throw open an outlet to the markets of the

For two hundred miles there is already a population growing every day, which will give suffi-cient patronage to insure handsome dividends upon its stock to any road. The entire route through Texas along the 32d parallel opens up a country unequaled in the production of cereals in nalimited and profuse abundance, and cotton of the finest quality. The transportation of cattle and sheep would almost of itself support a road.

We wish to call attention specially to the advantages which will accrue to the whole South, and in a marked degree to certain localities.

Little Rock will be the first recipient of that tide of wealth, which will sweep over these fron chan-nels. The connecting link which is unfinished between Memphis and Little Rock will soon be closed, and the impetus of fresh trade will send Memphis with giant strides into metropolitan di-mensions. Louisville will invite a portion of the custom which Little Bock and Memphis cannot accommodate, and even Cincinnati will feel the current; for a great portion of the through travel must necessarily pass through Memphis, Louis ville and Cincinnati to reach the Eastern cities.

Between Shreveport and Vicksburg there is a gap of ninety miles, which will soon be built when this trunk road shows progress. Then there will be an air line from San Diego to Savannah, and all the intermediate cities must increase and prosper upon the steady flow of commerce which From New Orleans a branch is projected via Rich-mond, Brashear and Austin up the Colorado river to intersect the main trunk at or near Phantom Hill, on the 100th degree of longitude. A great portion of this line is already in active operation. This will place the metropolis of the South within easy access of the Pacific and its foreign commerce. Southern Alabama, Southern Georgia and Florida will make use of this branch to sup-ply their wants. The Little Rock and Cairo road will be one route by which St. Louis, Illinois and the Northwest generally can obtain their portion of the trade, which this main trunk must open up. The franchises of the Cairo road have lately been sold to an English house of great wealth, which will proceed without delay in its construc-tion. The Kaneas Pacific road will be another feeder of the main trunk line from the rich Northwestern States, and has the right reserved to make connection either by a deflection through the Indian Territory or by going to Albuquerque and thence down the rich valleys and easy gradients of the Rio del Norte.

It is scarcely necessary to portray the agricul-

toral resources of Texas and Southwestern Arkan-sas. Everybody knows them. But the mineral et undeveloped. In Texas crude masses of iron ore crop out, indicating a supply sufficient for the globe when transportation is afforded; and large copper regions, richer and more extensive than those of Lake Superior, offer greater

facilities for mining, as the ore lies in pure forma-tions by the ton upon the surface of the earth. Great coal beds abound to furnish fuel for the road, for the various uses of the population, and to smelt the abundant ores. When we go further, and come within easy access of the Northern Mexican Provinces, we not only secure the traffic of that section, but we open up the great silver region, the real Eldorado of the Continent. The ordinary commerce of those provinces has already been important, as one item alone will demonstrate. During the year 1860, goods to the value of \$10,000,000 were sent from San Antonia, Texas, to Chihuahna, in wagons, a journey of several weeks. What would be the amount required when those provinces are placed within six days of our markets? With the resources of machinery capital and American energy diverted to that re gion what might we not expect from the mine? The statistics of the Mexican Government, as compared by Ward and Humboldt from actual official returns, show that the Northern provinces which would be tapped by this road produced, up to the year 1803, \$2,027,855,000 in silver, a sum more than sufficient to pay our national debt. Ward says:

We are aware that many of the statements in "We are aware that many of the statements in this and the preceding books, respecting the mineral region of the North of New Spain, (Sonora, including the Gadsden purchase, Chihnahua and Durango) will be thought exaggerated. They are not so. They will be confirmed by every future report, and in after years the public, familiarized with facts, which are only questions because they are new, will wonder at its incredulity, and regret the less of advantages, which may not always be e loss of advantages, which may not always be ithin its reach." Ward also says: within its reach."

"A piece of virgin silver was found in the Ara-zuma mine, which weighed 2,700 pounds, nearly a ton and a half."

These regions are to be rich inheritances for our children. Hon. R. A. Wilson, of California, wrote "An hundred years have passed since the once formidable Apaches swept over Northern Sonora like a deluge, blotting out forever the hopes which the Spanish Court had conceived of retrieving the fallen finances of their empire from this Eldorado. But Providence had ordered it other wise. The Spaniards had done enough to demonstrate its inexhaustible wealth, and they were driven away from this "creation of silver," and the whole deposit held for an hundred years in reserve for the uses of another race, who were destined to overrun the continent."

In January last President Juarez reluctantly granted the concession of a railway from Guay-mas, in Sonora, to El Paso. He regarded the con-struction of that Pacific Railroad, and any junction with it, as the surest method of producing the acquisition by the United States of these Mexican mineral provinces. And deeming it a foregone conclusion, he has offered, within the past few months, to sell Sonora and Sinaloa.

In Western Arizona there are spots from which sufficient copper can be taken from the surface of the earth to load all the ships in existence. This is verified by official reports. Arizona is richer in minerals than California ever was, but no oppor-tunity has yet been afforded to develop those riches, because they are inaccessible, and the cost of transporting machinery and other necessary articles is too great.

Throughput the Messilla Valley there are millions of acres of the finest land uncultivated, upon which 50 bushels of wheat to the acre can readily be raised, and for fruit it is said to have no equal. The lands about El Paso produce 500 gallons of wine to the acre, twice the amount produced on the best grape lands around Los Angelos, California. The best wine made in America comes from El Paso. In 1868 a beet was grown near El Paso which weighed 64 pounds, an onion weighing 6½, a turnip 4½, and a carrot 45 inches in length.

The yield per acre is enormous.

The Commissioner of the Land Office, speaking

of Arizona, says:

There are many beautiful valleys, containing millions of acres of extraordinary fertility, pro-

ducing wheat, barley, oats, tobacco, fruits and vegetables. In the South cotton and sugar crops on the hills and mountain s is found a rich and abundant pasturage. Indeed, here are some of the finest sugar lands in the Union. \* \* \* The Colorado on the American continent will probably serve the his-toric purpose of the Nile in Egypt. It is subject to annual overflow from the melting of the snows on the mountain ranges flanking its valley to the height of several thousand feet above the ordinary level of the country. Thus the valleys of th river and its affluents are thoroughly fertilized. A system of artificial irrigation may be made to system of artificial irrigation may be made to utilize these surplus waters, thus rescuing millions of acres and making them the scene of productive agricultural industry. \* \* \* The system of irrigation, which once transformed the barren valley of the Nile into the granary of the East, supporting a population of twenty millions, buildes everyting corn to all the suprounding periods. sides exporting corn to all the surrounding na-tions, applied to the Colorado will fertilize a wider expanse of country than that reached by the waters of the Nile, with a finer climate and soil of equal productiveness.

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American settlements are being formed, introducing a higher and more energetic tone of social life, and overpowering the feeble efforts of the Mexicans to occupy these inviting regions. The depredations of the Apaches have restrained the settlement of large portions of this territory, re-gions possessing a delightful climate and contain-ing large tracts of the finest arable and grazing land. The climate of the finest arable and grazing land. The climate of the entire territory is rep-resented as delightful, exempt from extreme heat, with nights of refreshing coolness. Snow rarely falls; fruit trees bloom in February and March; cotton, corn, wheat, tobacco, melons, with a great variety of temperate and semi-tropical fruits, are raised in abundance. The grasses are green and growing at all seasons.

"Irrigated lands in Arizona may be safely estimated as of double the productiveness of the unirrigated in the Atlantic States."

We have quoted thus to show what this road We have quoted thus to show what this road can rely upon to support their traffic, and to give increasing wealth from year to year to the cities of the Atlantic slope, which will receive the vast internal commerce from those distant regions. There are 72,000,000 acres of public land in Arizona, and the territory is as large as Kentucky, Indian and Theorems combined.

Indiana, and Tennessee combined.

There is another point which must not be overlooked. White labor can be used everywhere upon this route from the eastern boundary of Texas to the Pacific coast. We will have a homogenous population, not requiring the importation of labor, and therefore independent of every em-barrassment. The reports of all the United States engineers who have surveyed this route indicate that water can always be readily reached by sinking wells, generally seventy or eighty feet. the mountain ranges are near, artesian wells throw up never-ending streams. The paucity of large rivers makes the construction of the road cheaper and also less dangerous.

Cheapness of construction is the first element of

success, and the easy gradients of the 32d parallel are not the only recommendation. The Secretary of War, in his report Feb. 27, 1855, said:

"From the eastern edge of the Llano Estacado

to the Pass of San Gorgonio, one thousand and fifty-two miles, the route crosses three rivers—the Pecos, the Rio Grande, and the Great Colorado of the West. The peculiar features of the arid re-gion over which the route lies from the eastern edge of the Liano Estacado prove, when closely examined, to be most favorable to the construction of a railroad, since they obviate in a great degree the necessity of the most costly item of railroad construction—the preparation of the roadbed for the superstructure; this preparation, with few and limited exceptions, throughout the distance of about one thousand miles, having been already made by nature. This item amounts to from one-half to three-fourths of the whole cost of a railroad. Draining and ballasting are also dispensed with at the same time. Over the re-

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time to get to market, and in which corn in the car was burned as fuel to cook and warm by. Illinois, now developed by the magic power of steam, is a splendid and unanswerable argument in behalf of the power of national railway building. The State in 1851 had only 250 miles of nailroad, which cost \$7,500,000, and the freight over which did not exceed 100,000 tons, which was not worth over \$15,000,000. At the end of the year 1867 Illinois had 3,250 miles of railroad, whose traffic was 5,000,000 tons, the value of which was \$750,000,000. It cost \$130,000,000 to build these roads. The worth of the property transported over them in one year equaled very transported over them in one year equaled very transported by these roads was at the rate of 200 pounds per head of the population. In 1867 the tonnage transported exceeded 4,000 pounds per head. The value of the tonnage per head in 1851 was only \$15. In 1867 its value per head was \$330. The result is astounding. To be fully appreciated it must be borne in mind that the railway traffic of Illinois is uplike that of Pennsylvania and New Yorkers. my traffic of Illinois is unlike that of Pennsylvania and New York, a mixed one of the products of the soil, the forest, the mine, the loom, the forge, and the shop. Her products as yet are almost exclusively wheat, corn, and cattle. Her railroad tonnage has consisted principally of those agricultural products, which bear transportation

workshop of Europe, not only underselling every nation, but excelling in the excellence of her wares; and this is the result of railroads. The Senate committee deduced the fact that "the imports and exports of a nation are precise-

ly in proportion to the development of its railway

Mr. President, we have dwelt hitherto upon the domestic commerce of our country in its relation to this railroad. Let us look to another point in

connection therewith.

The Land Commissioner in his report says;
"The trade of the East from the earliest ages has been regarded by western nations as a source of wealth and power. The advance of Alexander the Great more than three centuries before the the Great more than three centuries before the the Christian era, to the Indus, had in contemplation higher objects than mere conquest, as his line of the march became a line of civilized settlements—in facts centers of trade. The Eygptian commerce by the Red Sea was secured by that great Captain, and enlarged by the established of his western capital. The Greek settlements which had been made along the Hellespont and Euxine were the

making portions of this road-tike ground is gone.

The morntain passes are, of their kind, highly according these processes are the processes and the processes are the processes and the processes are the processes. The processes are the processes are the processes are the processes are the processes and the processes are the processes

And whilst we have shown the great advantage of the San Francisco and New York route, the superiority is still more signal via San Diego. Over this route it is 900 miles shorter from San Diego to Savannah than it is from San Francisco.

so New York.

to New York.

Both the passenger and goods traffic between Asia and Europe will be abbreviated by passing over the El Paso route, economising freights and fares and lessening the duration of the trips.

Direct lines of steamers will sail from New Orleans, Mobile, Savannah, Charleston and Norfolk to European ports, and we shall all grow rich upon the custom which seeks Southern cities. And there need not be rivalry or jealousy between the railroads or cities of either section, as there will be ample work for all, and the increasing commerce will pour its auriferous streams into Southern and Northern laps alike.

BLANTON DUNCAN,

For the Southern Pacific Railroad Committee of the Memphis Convention.

#### RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

rked thus (*) are leased ou	ook ut- ding. Dividend Divide Periods. Payab	nd Marked thus (*) are leased		Last Dividend Payable,	Murked thus (*) are leased roads,	Stock out- standing.	Dividend Periods.	Last Divide Payahi
A SALEST A COLUMN TO THE REAL PROPERTY OF THE PARTY OF TH	10000	To be a second of the second o	3,300,000 J.A.J&C 1,900,000 5,258,880	Oct. '69 5	Cologne education and its trans	100000000000000000000000000000000000000	To the same of	-
ante and West Point_100 1,2	12,200 J. & J. July	## ## ## ## ## ## ## ## ## ## ## ## ##	6,258,880 116,860 M. & N	Nov. '69 A	Providence & Worcester 100 Raleigh and Gaston Rensselser and Saratoga 100	3,000,000	A. & O.	July 169 Jul. 169 Oct. 169
antie & Gt. Western 50 25,8;	9,000	Housatonic 100	1,180,000 J. & J	Jul. '69 4	Richmond and Danville100 Richmond and Petersb g_100	2,000,000 847,100		
rusta and Bavannah 100 73	3,700 J. & J. Jul. 1	Buntingdon & B'd Top 60	190,750 J. & J.	J'n.'68 34	Bockport	88,400	*****	Nov. 6
o. Washington Br 100 18,11	10,000 A. & O. Oct. 1	5 Indianapolis Cin. & Lafay.50	6,185,897 M. & B.	Sep. '67 4	Rutland preferred	2 200 000	J. & J. F. & A.	Feb'6
de Noquet & Marq 100 1,2	10,000 A. & O. Apl.	S Joliet and Chicago	1,500,000 J.A.J&c	July 169	St. L. Jack'ny and Chief- 100	2,040,000	Annual.	June
ishire sees sees as 100 64	10,000 J. A J&O Oct. '6.	14 Lake Shore & Mich. So 100	35,000,000 F. & A. 538,500 F. & A.	Aug. 69 4	Sandusky and Oincinnati. 100	2,089,000 445.506	M. & N.	Non
on and Albany	25,100 J. & J. July's	Leeds and Farmington	1 386,000 J. & A	July'89 91	Sand, Mansf. and Newark. 100 Savannah and Charleston 100	901,841		NOV.
on Concord & Mont. 100	10,400 M. & N Nov. 16	2 Lehigh and Mahanoy 50	2,158,565 J. & J. 8,739,800 M. & N	Jan. 676	Second and Third St. (Ph.)	1,269,150 203,757	J. @ J.	Jan.
on and Lowell	16,974 J. & J. July	95 Lehigh Valley	344,650 J. & J	Jan.'89 4	Seaboard and Roznoke 100	576,050 868,200	J. & J.	Jul.'6
on and Providence 100 8,3	10,000 J. & J. July 1	92 L. M. & O. and X. (Joint) 100	1,804,397 J. & D.	Jun.'69 5	Second Avenue (N. Y.) 100 Shamokin V. and Pottsy. * 50	870,000 869,460	A. & O. F. & A	Oct. Feb.
dwy & 7th Av.(N.Y.)100 2,11	00,000 F.M.AN Nov.	08 Lomb, and South St (Ph.) 2	2,046,100 J. & J. 90,000	Jul.'00 84	Sixth Avenue (N. Y.)100	686,200 750,000	J. & J.	Jan.
alo, Bradford & Pitta. 100 1,10	00,000	Long Branch & Bea Shore	96,194	N'v'67 10	South Carolina	5,819,275	M. & N.	May Jul.
New York & Erie 100 9	17,800 A A A Aug.	44 Lonisville and Lex 6	0 848,315 J. & J	Jul. 69 3	South Western, Georgia 100	8,939,900	F. & A. J. & J.	A'g.
den and Amboy100 6,0	90,000 P. & A. Aug.	9 5 Louisv., N.Alb. Chicago. 10	0 2,800,000 F. & A	Oct 100	Stony Brook100	267,800 1,989 140	J. & J. M. & N.	Nov.
den & Burangton Co.100	81,000 July	9 3 Macon and Western 10	0 2,000,000 June.	Jun. 69 2	Stockbridge & Pittsfield*100 Summit Branch	448,700	F. & A.	A
May and Millvi le* 50	47,000 J. & D. Dec.'t	8 Maine Central	0 1,611,500 1,000,000 W	I. Nov'60	Syr., Bingham. and N. Y.100 Taunton Branch	1,314,180 250,000	J. @ J.	Jul
wises, pref. 50 2,20 3,20 3,20 3,20 3,20 3,20 3,20 3,2	10,000 M. & N. Nov's	Marietta & Cincinnati 5	0 8,029,778 1 0 8,130,719 M	Sep. '64 9	Terre Haute and Indiana	595,922 1,983,150	J. & T	Jni
Rapide & Mo. pref. 100	65,000 M. & N. M'y'4	9 5 Memphis and Charleston 10	0 4,460,868 M. & S 0 6,812,725 M. & S	Sep. '66 8 Mar.'68 8	Third Avenue (N. Y.) 100 Thirteenth and Fif. (Ph.)	1,750,000	J.@.I	Jul
rel of Row Jersey 100 15,0	00,000 J. & J. Jan.'s	Memphis and Ohio	0 570,000 1,250,000 J. 4 J	Jul.'69 &	Tol., Peoria and Warsaw.100	2,700,000 1,700,000	*****	***
Park, N. & E. Biver, 100	10,000 J. & D. Dec.	24 Middlesex (Boston)	11,197,348 J. & J. 400,000 A. & O	Jul. '69 8	Tol., Wabash and West. 100	1,300,000 5,700,000		
hire preferred100 20	17,826 J. & J. July's	2 Millville and Glassboro'10	9 828,376 J. & J. 1 405,020 F. & A	July '69 t	Troy and Boston	1,000,000	M. & N.	May
are and Alton100 5,1	25,400 M. & S. Sep.	9 5 " 1st pref 100	0		Union Transport'n (Bos.) 100	274,400	J. & D.	Jun'
ago, Burl. & Quincy . 60 18,8	00,000 J. & J. July's	9 6 " " pref10	0 8,181,069 J. & J 0 8,188,272 J. & J	J'n'69 14s Do. 7a10s	Utica and Black River 100	291,478 884,400	J. @ J. J. & J.	July
ago and Milwankee 100 2.2	90,162 J. & D. Dec.'6	4 Mobile and Ohio	0 8,775,600 J. & J	Jul. '69 4	Vermont and Canada*100	5,000,000	J. & D.	Dec.
prof. 100 18,1	00,000 A. & O. Oct's	84 Morris and Essex	0 8,616,350	Jul. 69 34	Vermont and Massachu'ta.10: Vicksburg and Meridian100	367,408	J. & J.	July
man & Dayton 100 8,4	J'n & J'ly Jan.'t	8\$2 Nashua and Lowell	0 720,000 M. & N	Nov. '69 6	Virginia and Tennessee100	3,506,300	********	****
Sand. & Clev. pref 60 3	98,073 M. & N. Nov.	0 3 Naugatuck	0 1,486,600 F. & A	Feb.'69 &	West Jersey	804,150	F. & A.	Aug
Col. Cin. & Ind. 100 10,4	50,000 P. & A. Jul. '6	New Haven & N. London 10	0 738,588 1 1.344,000	Jan 100	Wilm, and Weldon 100	1,468,775	J. & J.	oul.
bland and Pittsburg 50 5,9	68,775 J AJ &O Oct.	9 2 New Jersey10	0 6,250 000 F. & A	Aug.'69 6	Warren	1,647,650	J. & J.	Jul.
Uhi & Indiana Cen. 100 11,4	20,000 A. Ang.	N.Y. Central & Hudson R.10	0 45,000,000	Oct. '69 4	CANALS	. 022,000	p. & J.	oul?
ord -de and tem one a 50 1,5	00,000 M. & N. Nov.	Manchester & Lawrence 10  Marietta & Cincinnati 54  " 1st pref. 54  " 2d pref. 54  " 2d pref. 59  Memphis and Charleston 10  Metropolitan (Boston) 10  Middlesex (Boston) 10  Middlesex (Boston) 10  Middlesex (Boston) 10  Millwille and Minchill* 56  Millwille and Minchill* 56  Millwille and Glassboro 10  Millw & St. Paul 10  " 1st pref 10  Millw & St. Paul 10  " 1st pref 10  Millw & St. Paul 10  " 1st pref 10  Millw & St. Paul 10  " 1st pref 10  Millw & St. Paul 10  " 1st pref 10  Millw & St. Paul 10  " 1st pref 10  Morita and Cissor 10  Morita and Essor 10  Morita and Essor 10  Mashville & Chattanoga 10  Nashville & Chattanoga 10  New Haven & N. London 10  New Haven & N. London 10  New London Northern 10  New London Northern 10  New York and Harlem 50  New York & New Haven 10  New York & Rosundai*10  North Carolina 10	0 22,829,000	Aug.'69 4	Chesapeake and Delaware &	1,818,963	J. & D.	Jun.
Fassum, Rivers 100	00,000 89,000	New York & New Haven to	0 1,500,000 J. & J. 0 9,000,000 J. & J.	July'69 4	Delaware Division	1,633,350	F. & A.	Aug
do. ret.100 1,8	22,100 J. & J. Jul. 1	9 3 N. Y., Provid. & Boston 10 6 Ning, Bridge & Onnandai*10	0 2,000,000 J. & J. 0 1,000,000 J. & J.	July 169 8	Delaware and Raritan 100 Erie of Pennsylvania	2,521,300	F. & A.	Aug
pury and Nerwils	00,000 A. & O. Apl.	North Carolina	0 4,000,000		Monongahela Navigation	8,789,800 728 100	M. & N. J. & J	M'y Jan
on and Michigan 50 2,3	94,280 J. & J. Jul.	9 5 Miag. Bridge & Cacandai*10 194 Minth Avenue	0 4,798,900 F.M.A.	Nov. '69 2 May '67 4	Morris (consolidated) 10	1,025,000	F. & A.	Feb.
Moines Valley 100 1.8.	20,200 J. & J. July	North Pennsylvania	0 8,150,150 0 8,150,150	Jan.'69 5e	Street and This country, 50	1,908,207 2,888,805	F. & A. F. & A.	Feb.
pref.100 1.6	00,000	Ogdensb, & L. Champi'n-10	0 3,040,000 J. & J.	Jul. '69 6 July '69 0	Union	2,002,740		
ique and Sioux Oity 100 1,2	78,641 Annual J'ly '6	Ohio and Mississippi10	20,000,000 3,500,000	Dec. 694	W. Branch and Susq 50	1,100,000	J. & J.	Jan.
Mahanoy 60 3	92,550 J. & J. Jul. 1	9 3 Oil Oreek & Allegheny R. 50	0 4,259,000 J.A.J&	O Oct. 69 3	MISCRITA NEOGRA	800,000	regular	Uet,
Pennaulyania	92,500 J. & J. Jul. '6	Oswego and Newark 10	0 281,550 482,400 5	Ang Mo	Pacific Mail Steamah p. 100 Uplon Navigation	20,000,000	MJS&D.	Sept.
Tean and Georgia 100 1,2	90,067	Panama	0 3614,515 0 7,000,000 T A T	). Oct. 100 c	West'n Union Telegraph.10 American Coal	1,063,000	J, & J.	July M
Jeffers & Canand 100	00,000 J.A J&O Jan.	24 Paterson and Ramapo10	0 248,500 J. & J. 0 630,000 T.	July '69 2	Ashburton 6	2,500,000	J. & D.	Dec.
do, prof. 50	00,000 M. & N. Novice 00,000 J. & J. Julia	Peoria & Bureau Valley* 10	0 21,045,750 M. & 1 0 1,200,000 A 4	Nov. 69 &	Pulton Coal10	2,000,000	J. & J. J & J.	July
Railway100 70,0	30,910 Annual Dec's	7s Philadelphia and Krie*	600,000 J. & J 6,004,200 J. & J	Jul. '69 8	Mt. Pleasant Coal	200,000	J. & J.	Jan's
eville & Crawfordev.100 2.1	48,446	Philadelphia and Reading &	2,400,000 J. & J 0 26,280,850 J. & J	Jan. '69 4	Pennsylvania Coal	3,200,000 200,000	FMA&N	Aug
burg & Worcester 100 3,6	48,000 J. & J. Jul. 4	9 8 Phil., Germ'nt'n & Nort'n E	0 1,551,800 J. & J 0 1,535,550 A. & C	July'69 51	Spring Mountain Coal	800,000 1,250,000	J. & J.	Jan.
y San. St. C. St. Fy.100	50,000 A. & O. Oct 3	7 6 Phila, Wil, & Balt	0 1,259,120 F. & A 0 9,058,300 J. & J	July'69 4	Wilkesbarre Coal	1,000,000 8,400,000	J. & J. M. & N.	Jan. Nov.
pia and Southw.(Ph.) 50	56,000 J. & J. Jul. 18,244	of doubley & Newport 10  of Orange and Newark 10  Oswego and Syracuse 5  Pacific of Missouri 10  Panama 10  Paterson and Ramapo 10  Paterson and Hudson Rivio  Pennaylvanis 5  Peoria and Hannibal 10  Peria and Hannibal 10  Poria and Hannibal 10  Philadelphis and Kris* 5  Philadelphis and Rens* 5  Phila and Trenton* 10  Phila will & Balt 5  Philadelphis and Darby 2  Phila, and Grey's Ferry 2  Phila and Kanabec 10  Portland and Kanabec 10	0 100,000 J&J 0 100,000 J.@J	Jan. '69 3	Adams Express10	1,250,000	FMAAN	Ang Apr.
rd Chilege (Phile.) _ 50 1	60,000 J. & J. Jul.	Pittab., Ft. W. & Chi. gtd. 10	0 19,665,000 J.A.J&	O Oct. '60 1	Merchants Union Express 10	0 20,000,000	PMACN	May
and Contra St. (Ph. 50)	50,000 J. & J. Jpl	o a Portland and Kennebes 10	0 579 500 T	auly '69 1	Wells, Fargo & Co. Frn. 10	0,000,000	MAGN	A'S

	RAIL	ROAL	D EA	RNIN	GS-	MON	THL	Y.			Mary .	
Central Pacific (in gold): Januar 1867	y. February 51,831	March. 60,029	April. 81,156	May. 95,828	June. 121,702	July. 174,812			October. 212,109	Novembe 128,166	r. December 75,871	Total.
1868	86,937	81,396 391,308	96,481 485,048	106,835 568,270	164,729 - 556 080	259,590 532,657	251,832 511,854	262,770 609,788	29 1,422 622,000	286,562	842,748	2,300,767
Chicago and Aiton:	101,355	104,872	122,084	182,301	145,542	149,137	157,948	170,044	170,910	156,860	153,204	1,678,706
1864	275,283	195,803 299,063 290,111	162,723 258,480 269,249	178,786 322,278	206,090 855,270	224,257	312,165 409,251 887,269	354,554 401,280 322,688	320,879 357,956 360,223	307,808 307,919 323,030	252,015 236,824 271,247	2,770,484 3,840;092 3,695,158
1867	7 157,832	285,961 267,094	282,165 -279,121	329,861 335,510 303,342	371,544 342,358 384,504	321,597 354,244 404,012	415,982 558,101	408,999 486,196	428,752 503,746	359,102 409,569	330,169 361,701	3,892,861
1860		393,648	331,149	345,556	391,685	353,736	501,667	501,259	463,109		Sheet as	********
1868	5. 175,482	122,512 243,150	126,798 185,013	144,995 198,679	170,937 243,178	139,142 224,980	160,306 307,874	210,729 375,860	216,030 324,865	196,435 336,617	201,134 821,037	1,959,267 8,095,470 5,813,514
1866	183,385	289,403 257,230	196,580 209,099	234,612 277,506	821,818 806,693	244,121 238,926	806,231 817,977	389,480 400,941	307,523 428,474	270,078 845,028	201,779 260,268	3,313,514 8,466,922
1867	7 297,464	272,454 276,431 645,789	268,369 301,952 362,900	297,625 316,709	276,681 378,436	297,513 341,885 440,300	444,024 568,380 480,900	566,403 558,387 579,000	599,549 591,209 581,000	442,275 424,589	877,058 433,435	8,466,922 4,358,614 4,797,464
Chicago and Northwestern:		.010,100	002,000	419,100	366,100	281,334	296,169	478,186	551,122	435,945	407,688	2,811,544
1865	6 317,839 5 482,164	390,355 499,296	421,363 468,358	466,880 585,623	565,145 747,942	480,710	519,306 767,508	669,606 946,707	729,759 932,683	716,378 754,671	563,400 547,842	6.114.566
1867	7 574,664	523,745 765,398	587,519 774,279	858,948 895,712	925,983 893,658	808,524 888,214	797,475 1,063,236	1,000,086	1,200,216 1,541,057	1,010,892	712,359 879,900	7,976,490 9,299,430 11,632,737
1866	807,478 830,286	850,192 1,142,166	1,094,597 1,112,190	1,211,150 1,268,444	1,180,933 1,258,284	1,076,674 1,167,156	1,251,940 1,032,814	1,507,479 1,321,189	1,570,067	1,107,084	1,001,987	18,884,471
1868		242,509 239,522	236,435 247,661	193,959 241,456	203,696 259,408	218,347 253,367	271,425 341,783	287,451 820,025	293,296 293,615	262,798	230,061	2,918,842
Frie: 1866		1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1.295,400	1,416,101	MILE AL SELECT	1,416,001	1.041.116	14,596,413
1867	9 917,639	1,139,528 1,136,994	1,217,143 1,263,742	1,122,140 1,163,612	1,118,731 1,089,605	1,071,312 1,093,043	1,239,024		1,498,716	1,421,881	1,041,646	14,139,264
Illinois Central: 1862	0 236,637	181,084	191,648	206,246	269,282	281,079	352,786	414,543	410,336	872,593	859,468	8,445,827
1804	0 416,588	275,643 459,762 616,665	289,224 423,797 516,608	334,687 406,373 460,573	407,992 510,100	343,929 423,578 578,403	511,305 640,179	478,576 799,236 739,736	496,433 661,391 641,589	437,679 657,141 643,887	424,531 603,402 518,088	4,571,028 6,329,447 7,381,208
1866	3 505,266	505,465 417,071	411,605	569,250 477,027	617,682 567,679 516,493	480,626 525,242	747,469 578,253 709,327	571,348 738,530	661,971	588,219	504,066 613,329	6,546,741 7,160,992
1869	3 536,165	444,448 711,559	518,800 595,855	572,551 655,047	626,249 740,949	549,714 661,794	794,325 790,322	889,967 915,021	931,580 894,984	685,401	681,041	7,817,620
Marietta and Cincinnati:	1 85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,902	123,802	1,201,239
1867	3 81,599	92,910 98,482	92,768 108,461	90,526 95,416	96,535 95,924	106,594 108,413	114,716 126,556	121,217 121,619	142,823	132,387 119,169	123,383	1,278,713 1,294,096
1869	1801	103,558	109,526 268,613	264,935	118,648 241,236	114,496	129,388	140,478 308,106	132,860 375,567	332,360	348,048	3.302.543
1864	0304,445	338,454 413,974	330,651 365,180	267,126 351,489	315,258 387,095	189,145 278,891 301,613	238,012 358,862 418,575	402,219	407,107	448,934	411,806 351,799	4,120,152
1866	6 277,234	412,715 395,372	413,970 409,248	418,024 857,749	384,684 307,968	838,858 313,130	384,401 434,318	429,177 488,388	496,655	429,546	352,218 360,034	4,650,328
1868	338,335	378,735 453,481	452,429 473,544	399,300 445,792	365,117 408,139	308,502 727,045	437,600	521,326	543,886	436,890	437,508	4,081,168
Nichigan Central : 230,18	9 159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,360	307,474	258,634	2,650,702
1864	5 278,848	236,432 348,802	238,495 338,276	236,453 271,553	206,221 265,780	193,828 263,244	215,449 346,781	808,168 408,445	375,488 410,802 490,694	389,794 405,510		3,168,066 3,970,946
1866	9 265,796	344,228 337,158 375,210	337,241 343,737 362,783	401,456 365,196 333,952	365,663 835,088 284,977	329,105 324,986 313,021	413,501 359,646 398,993	476,661 429,161 464,778	498,640		828,870 308,660 830,373	4,520,550 4,260,115 4,871,078
1868343,31 1869384,12	6 304,315	326,880 386,527	415,758 411,814	369,236 403,646	325,501 366,623	821,013 329,950	392,942 358,569	456,978 473,546	490,772	410,826	390,671	4,560,251
Milwaukee and St. Paul:	3 240,755	261,148	316,266	A CONTRACTOR	369,356	865,412	350,565	751,788	1,101,771	775,616	438,328	5,683,606
1868	8 321,203 0 330,233	833,508 420,774	436,412 460,287	565,718 630,844	458,191 678,800	428,398 586,341	522,682 525,363	1,024,045 724,514	1,037,464	556,917	468,890	6,517,640
New York Central: 957,86 1865	9 613,381 9 895,887	955,659 1,135,745			1,182,701 1,084,533	1,162,024 1,185,461		1,524,434	1,526,839	1,486,356 1,211,108	1,117,868	
1887	11 845,853	1,075,778			984,536	1,101,693						14,148,211
1864	239,139	313,914	269,444 271,527		228,242 304,463	268,177 349,285	302,596 344,700	\$32,400 350,348	278,006	412,558	284,319	3,811,077 8,793,006
1866	219,065	279,647	277,424 284,729	283,130 282,939	253,925 240,135	247,262 234,638	322,521	278,701 365,371 307,122	372,618 310,762 379,367 283,329	302,428 336,066	272,053	8,708,006 8,380,584 3,459,316 2,984,041
1868	78 281,851 36 216,080		252,149 214,409		217,082 228,236	194,455 192,364	287,557 275,220	307,122 292,803	283,320 328,044	274,637		2,984,041
Philadelphia and Reading: 192,2 1862	16 217,161 85 361,834		258,674 429,929		254,285	888,725 451,884	414,707 574,486	448,994 714,302	463,878 815,902	466,557	454,826 526,009	4,088,881 6,824,081
1864	12 532,786	617.021		757,178	464,809 986,188 566,979	711,457 957,194	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510 10,083,020
1866	61 725,967 88 534,561	779,198	861,604	1,109,267	1,140,301	996,841 864,637	1,252,386	833,742 878,153	887,798	874,974	436,990	9,256,284
Pittsburg, Fort Wayne and Chicago:	87 518,174	651,019	817,750	761,220	744,188	814,472	631,143	1,006,631	1,159,720	1,113,390	about his	
1862	50 366,598	461,965	282,695 462,987	427,094	261,210 395,845	249,419 850,758	407,077	897,525 468,509	401,299 605,814	466,300	487,642	- 3,745,310 - 5,132,936
1864	44 678,504	857,583	733,866	637,186	532,911 646,995 633,667	506,641 584,528	712.495	795,938	858,501	712,360	580,964	- 7,120,486 - 8,488,063
1806	16 525,497	627,960	590,557	586,484	507,451	552,878 587,381 556,828	606,218	654,926 669,037 781,562	784,800	690,500	578,727	7,467,31 7,242,120 6,041,181
1809	21 585,99				001,239				027,000			*******
8t Louis, Alton and Terre Haute: 1866. 178,1	58 - 149.349				162,532 156,066			198,884 219,160		212,227	177,364	2,250,14 2,218,40
1868	93 133,399	140,164	155,388	130,545	140,408	143,987	204,597	196,910	210,478	174,500	168,696	1,935,750
Toledo, Wahash and Western	****		-State Ste	nbuga/V	1007-03	Mr.	# 3	Stable C		ravises in		
1864	84 139,17	1 155,758		. 138,738	194,525	139,626 271,796	874,024	877,981	375,534	361,910	247,028	2,050,32 - 2,994,54 - 3,71%38
1866	74 200,79 12 265,13	3 270,630	317,059	2 . 329,078	304,810	804,917 309,591 283,888	364,724	849,117 882,996 450,208	406,760	351,750	333,480	8,809,89 4,775 30
Patra 20	92 265,13	7 242,706	311,83		348,891	810,800						*******
1889,			•••••	. 591,420	706,602	628,550	617,58	785,084	P-1 2			

#### NATIONAL AND STATE SECURITIES.

fatel' and and and and and all all	Major America	1	-Interest	172.8	30 .	Dancey, Makings, Mariles Arelland		-	-Interest		15.
* Indicates that no interest is paid.	Amounts outstanding.	Rate.	Payable.	WHEN PAY- ABLE.	Marke Price.	* Indicates that no interest is paid.	Amounts outstand- ing.	Rate.	Payable.	PAY- ABLE.	Marka Price.
National Securities Dec. 1, 1869. Loan of June 14, 1858 registered	10 X 1 - 800 X	8	Jan. & July.	1874	1184	Massachusetts—Western R. R. Loan, sterling —Troy and Greenfield Loan, stg.	3,578,696 3,506,580	5	April & Oct.	169-188	115
Loan of June 22, 1860registered	\$20,000,000	5 5	4 4	1874 1871	1124	dollar dollar	1,166,500	5	Jan. & July.	190-194	
Loans of Feb. 8, July 1, Aug. 3, 61 } registered	7,022,000	5	66 66	1871 1881	115	-Nor. & Worc. R. R. Loan -B., H. & Erie R. R. Loan, stg.	290,400	6	66 66	1877	
and March 3, 1863 coupon Oregon War Bonds of March 2, 1861	282,732,000	6	4 4	1881 1881	115	-State Scrip (var.)	171,000	5	Various.	1870 1872	
7 and Web 25, 1862 (5-20s)registered	945,000	6	July. May & Nov.	1881 1882	1121	. –	125,000 244,000	5	April & Oct.	.1874	
Loan of March 3, 1864 (5-20s)coupon (5-20s)registered	514,771,600	6	64 66	1882 1884	1124	=	162,000	6	June & Dec.	1877	
Loan of June 30, 1864 (5-20s)coupon (5-20s)registered	3,882,500	6	6 6	1884 1884	110	-Union Fund Loan of 1861	650,000	6	Jan. & July.	172-17	3 1174
Loan of March 3, 1865 (5-20s)registered (5-20s)registered	125,561,300	6	4 4	1884 1885	110	aa	1,430,000	6	66 66	1876	5 117
2d series (5-20s)coupon	203,327,250	6	Jan. & July.	1885 1886	111	1862 Back Bay Loan of 1862-'63	220,000	5	May & Nov.	1880	
(5-20s)coupon	832,998,950	6	66 66	1886 1887	113	Bounty Fund Loan of 1863	4,000,744	5	Jan. & July. May & Nov.		106
4th series (5-20s)coupon	379,590,150	6	4 4	1887 1888	113	–	4,379,500 888,000	5	Jan. & July.	1894	102
Loan of March 3, 1864, (5-20s)coupon (10-40s)registered	42,589,350	6	Mar. & Sept.	1888	113	- War Fund 5-20 Loan Three Years' Loan	3,505,000 919,324	6	Mar. & Sept.	1886 3 yrs.	
(10 40a) compon (	194,567,300 }	5	Jan. & July.	1904	106	Michigan—Sault Canal Bonds	86,000	6	Jan. & July.		
Union Pacific R. R. Bonds	47,195,000	3		Dem.		Toma William Toom	1 708 000	6	44 44	'73-'8 .1886	3 98
Loans of 1842, 1847 and 1840	949,000	6	************	Due.		Minnesota *Reilward Loan	463,000 2,275,000	77	May & Nov. Jan. & July.		101
Treasury Notes prior to 1857	. 103,615 298,502	6 Va	***********	Due.		Mississippi-*State Bonds (for banks)	7,000,000 453,000	6	Jan. & July. Jan. & July.	41-7	1
Teas Indemnity Bonds of Sept. 8, 1995 Treasury Notes of 1857, '61 and '63 Treasury Notes of 1857, '61 and '63 Treasury Notes (*7-63a). Certificates of Indebtedness.	853,750 12,000			Due.		. — Consols (interest)	2,830,000 13,734,000	6	" "	1887	
Compound Interest Notes of 1863 and 1864	2,521,150	6 Va	***********	Due.		- Two Million Losal - War Loan Bounty Loan. Minnesota-*Railroad Loan. Mississippi-*State Bonds (for banks). Missouri-State Bonds proper Consols. (interest) Railroad Loans - S. W. Pacific, guar Han. and St. Jo. R. R. Loan.	1,589,000	6	46 66 66 66	'81-'8' '81-'8	7
Temporary Loan of June ou, 1994	. 356,113,258	nil	***********	Dem.		Nebraska-(No Account)		6			1
Fractional Currency	00,000,00%		***************************************	1,000		New Hampshire—War Loan of July 1, 1861	1,089,800	6	Jan. & July. Mar. & Sept.	169-17	971
State Securities, latest dates.	168,900	5	May & Nov.		64	New Hampshire—War Loan of July 1, 1861 of Sept. 1, 1864 of Oct. 1, 1865 of July 1, 1866	1,267,000	6	April & Oct.	1'69-'7	4 99
(extended)	770,500	6	Jan. & July.	'83-'8	3	Mew Jersey - War Loan of 1001 (free)	1,000,000	6	Jan. & July.	769-78	4 1024
( " extended).	660.200	8	" "	1886	931	of 1863 (free)	1,002,900 593,409	6		'86-'9 '97-'0	2
Arkansas—"State Bonds (Real Estate Bank)		6	Jan. & July.	1868		New York—General Fund Stocks	700,000 800,000	6	J. A. J. & O.	1878	
California Civil Bonds of 1867	3,066,500	7	Jan. & July.	1877 1880	123	=	1,189,781	6 5	64 64	pleas.	
-Soldiers' Relief Bonds	982.000	7	4 4	183-186 183-186		-Canal Stocks.	2,607,300	5	J. A. J. & O	pleas. 1872	1024
Connecticut—War Bonds, My,'61,(10 or 20yr)	Day Told	6	Jan. & July.	'71-'8'			5,726,800 2,250,000	6	4 4	1873 1874	103
Nov., 1863	7,513,692	6	April & Oct.	1888	994		500,000	0	66 66	1875	1004
May 1, 1865, (free)	867,500	6	Various.	1885 Var.		-Bounty Stock	2,035,800	5 7	Jan. & July	1874	
Florida-State Bonds	500,000 }	8 7	Jan. & July.			North Carolina-State Bonds (old)	22,186,000 8,511,000	7	J.&J.orA.&O	1877	
Georgia-State Bonds (W. & A. R. R.)	100,009 176,000	7	Jan. & July. May & Oct.	1870	95	(new)	- 3,059,045 - 3,200,000	6	Jan. & July	192-19	0 62
(Act March 12, 1866)	2 164 500	7	Jan. & July.	1886		Ohio—State Loan (New York)	2,439,900 2,026,171	6	Jan. & July Jan. & July	1898	
(W. & A. R. R.)	75,000 734,000	6	May & Oct. Feb. & Aug.	1874	-	( " )	- 1,600,000 - 4,095,809	6		1875 1881	101
Illinois—New Internal Improvement Stock.	72 000	5	Mar. & Sept.	1869		– ( " )	2,400,000	6	W Casting	1886	103
-Interest Bonds		6	4 4	1877	1001	Oregon—Bounty Bonds	94,015	6 7	Jan. & July		
-Refunded Stock	985,900	6	4 4	1869		Pennsylvania-State Stocks	2,797,910	6		Due.	
-War Loan Bonds (sterling)	543,200	6	11 11 11 11 11 11 11 11 11 11 11 11 11	1879 1870	101		- 1,642,128 - 4,724,000	5	Jan. & July	1870	100
registered	2 222 005	6	Jan. & July.	1870	****	To the 2 Ph	112,000	5	Jan. & July. April & Oct.	1882	
Indiana State Storn Bonds	210,000	6 7	May & Nov. Jan. & July.	1888	97	- Redemption Loan of 1867	4,907,150	6	Feb. & Aug.	1012	1102
-War Loan Bonds.  Iowa-State Bonds of 1858.  -War and Defense Bonds of 1861.  Kansas-War Bonds, 1861-'67.	300,000	7	Jan. & July.	1881			7,909,600 9,273,050	6		1882	108
Kentucky—State Bonds		6	July. April & Oct.	192.194		-Military Loan	910,200 2,820,750	6	4	1871	101
Kentucky State Dords	339,000	6	May & Nov.	1879	CO. 100	Rhode Island—War Loan of 1861	30,500	6	Mar. & Sept	1882	999
		6	Various.	180-193		of 1863	776,000	6	Jan. & July	1893	99
Louisiana—State Bonds (Schools, &c.)	684,500 2,092,000	6	Jan. & July. Various.	169-106	66	South Carolina—Fire Loan, 1838	881,000 814,454 484,445	6	Jan. & July Feb. & Aug J. A. J. & O.	1870	
(Tayons)	1 000 000	0	Mar. & Sept. Various.	1886	58	State House Loans	2,386,000	6	Jan. & July	771-3	0
(" 1867) (" 1868) (Funding)	2,414,000 3,000,000	8	May & Nov.	1908	81		1,000,000	6	1 66	170-19	0 674
		6	Various. Mar. & Sept.	186-188 169-174			1,398,640	5	April & Oct	44 44	
Tran Loan of 1881	171,000	6	14	'75-'78 1871	971	-Railroad Loans	1,706,000 25,903,000	6	Jan. & July	long	53
1964	020,000	6	Mar. & Sept. June & Dec.	1883	971	Railroad Loans Railroad Endorsements Funding Bonds Texas—No legal debt. Vermont—State Bonds Virginia—State Stock	2,172,000 4,677,950	6	- H	Var	49
Bounty Loan of 1898	802,000	5	J. A. J. & O.	1880 1865	98	Texas—No legal debt Vermont—State Bonds	1,026,000	8	June & Dec	771-17	8 99
converted	1.214.580	5	66 66	'89-'90 '89-'90		Virginia—State Stock	201,000 20,653,962	6	Jan. & July	long	48
Chypology Bonds of 1837	989 000	8	4 24 44	1890	96	Bonds	10,968,000	6	46 44	4	1:::
	1,438,428 525,008	6	4 4	'70-'85 '89-'99	94	- Funding Stock	2,880, 501	6	64 64	1870	52
- Descore Loan of 1864-'68	46,232 2,040,100	6	44 44	1890	****	Virginia	2,880, 301 3,446,000 1,72,5,880		44.	Var	
Forth Relief Lesin of 1867	100,000	6	4 4	1883 1873	102	The state of the s	1011000	16	Jay & July	. 777-18	8 . 901
****** ***** ***** 125,858	50,037 28	12	054,028	20,87	W.	150 - Louis Amore Thank Andrew				Jane .	ALGE T

#### AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coln."

Description of Bonds.	Amount.	ate	Interest		Due	Price	Description of Bonds.	Amount.	ate.	Interest		1 5
The Target of the State of the	E SEC	H	When.	Where.	A	A		-1 15 Page	H	When.	Where.	A
irondack:	\$915,000	7	Jan. & July.	New York.	1886	-	Catawissa:	9971 000		Feb. & Aug.	Philadelphia	1889
st Mortgage	EL PROP	1000	V 100 12 10 10 10 10 10		Time I	1	1st Mortgage	T. T. TIDE	1000	Contraction Services	(0.40、10、777)自己的	
at Mortgage. Albany City Loan	1,000,000	6	Jan. & July. May & Nov.	New York.	1893 1895		1st Mort. (C. F. to Waver. 14 m.) 1st Mort. (W. to Minn. L. 67 m.)	294,000 1,407,000		April & Oct. Jan. & July.	New York	1885
eghény Valley:	104 - 27 300003	7	April & Oct.	4. 4	1886	80	1st Mort. (W. to Minn. L. 67 m.) Cedar Rapids and Missouri River:	3,586	212	Jan. & July.	New York.	1916
st Mortgaged Mortgage (floating funded)	4,000,000	7.3	April & Oct.	Pittsburg.	1896		1st Mortgage Central Branch Union Pacific:	ALT BUCK	200	The state of the state of the	-E-507 EJ -THE	WATE DO
		7	-	13=1000311	18-	****	18t Mort. (Atchison & Pike's P.)	1,600,000		May & Nov. Jan. & July.	New York.	195-19
st Mortgage	425,000	6	April & Oct.	Portland.	1890	****	2d Mortgage Governm't subsidy. Central of Georgia:	786,000	133	March & Sept.	Savannah.	1875
ot Mortgage (New York)	C to bear	74	April & Oct.	London.	1879		1st Mortgage Central of New Jersey:	1000	13		THE RESIDENCE	1486
st Mortgage (Pennsylvania) st Mortgage (Ohio)st st Mortgage (Franklin Branch)	4 000 000	7	4	New York.	1877		1st Mortgage	900,000		Feb. & Aug. May & Nov.	New York.	1870
st Mortgage (Franklin Branch) st Mortgage (Buffalo Extension)	6,000,000	7*	June & Dec. April & Oct.	London.	1882 1884		New Loan for \$5,000,000 Central Ohio:	1,500,000		Feb. & Aug.	Contractor	1890
st Mortgage (Silver Creek Br.).	J. Linn	74	March & Sept.	in sundivision	1884	****	1st Mortgage	2,500,000	6	March & Sept.	New York.	1896
d Mortgage (New York) d Mortgage (Pennsylvania)	3,000,000	7*	April & Oct.	New York. London.	1881 1882		Central Pacific of California:	24.371,000	.6*	Jan. & July.	New York.	1895
d Mortgage (Ohio) st Consolidated Mortgage	20,000,000	7*	Jan. & July.	46	1883	****	1st Mortgage (on 725 m.) free 2d Mortgage (paid by Cal.) Convertible bonds	1,500,000	7*	e u	4 4	1885
	1,000,000		April & Oct.		1895	****	National Loan	24,371,000	6	11 11	and the same of	1888
antic and Gulf:	8,701,806	7*	4	4	18-		Charleston and Savannah:	505,000	AX:	March & Sept.	Charleston.	1877
t Mortgage Consciidated antic and St. Lawrence:	2,000,000	071,	- 4	New York.	1898		1st Mortgage (guar by S. Car.) Charlotte and South Carolina:	E 100 1000	1		20 No. 10	SEED.
orliand City Loan (sky fund) .	1 500 000	-	Various.	B. & N. Y.	168-70		1st Mortgage for \$500,000 Cheraw and Darlington:	834,000	7	Jan. & July.	New York.	1880
Mortgage,	1,614,500	6	April & Oct.	Portland.	1866		1st Mortgage Chesapeake and Ohio (Va. Cent.):	150,000	7	Jan. & July.	Charleston.	1870
OF STREET ADVINSOR OF STREET,	885,500 484,000	6*	May & Nov.	London.	1866		1st Mortgage for \$10,000,000		8	Jan. & July.	New York.	1898
imore and Ohio:	(4) > (QUICU)		J. A. J. & O.	Baltimore.	1867		Cheshire: Company bonds	771,800	6	Jan. & July.	Boston.	175-18
oan of 1834 oan of 1856 oan of 1850	863,250	6	Jan. & July.	Battimore.	1875	93	Chester Valley:	L) 0.1900M	DE.	The same of the same of	COMPANIES	0.000
oan of 1853	579,500 1,710,500		April & Oct.	"	1880 1885	93	lst Mortgage Chicago and Alton:	500,000	3	May & Nov.	Philadelphia.	1872
oan of 1863	5,000,000 481,500	6	Jan. & July.	4	1890		1st Mortgage, pref. sinking fund.	402,000		May & Nov. Jan. & July.	New York.	1877
orthwestern Va. R. R. 3d Mort.	155,000		4	alla	1873		1st Mortgage Income bonds (2d Mortgage)	2,400,000 1,100,000		April & Oct.	a man	1883
de Noquet and Marquette: t Mortgage Income	250,000	8	April & Oct.	New York.	70-77		Chicago, Burlington and Quincy: Trust Mortgage	3,078,000		Jan. & July.	New York.	1883
efontaine : t Mortgage (B. and Ind. B.R.).	17 12 15 10	1850	STREET, SEC.	SECTION OF SECTION	120	1	Trust Mortgage, convertible	150,000	8	4	4	1888
Mortgage	791,000		Jan. & July.	New York.	1870	0	2d Mortgage	941,000 690,000		March & Sept.	Frankfort. New York.	1890
HORR and Show Bhoe:	Tolland.			The provide		1000	Chicago, Cincinnati and Louisv.:	1 30003	OI.	Same	ADDRESS OF STREET OF	HV.C
Mortgageidere Delaware:	99,000	Sec.	Jan. & July.	Philadelphia.	1876	****	1st Mortgage for \$1,000,000 Chicago and Great Eastern:	400,000		Jan. & July.		1897
Mortgage (guar, by C. & A.) Mortgage (guar, by C. & A.)	1,000,000	6	June & Dec. March & Sept.	New York. Princeton.	1877	85	Construction	400,000		April & Oct.	New York.	1895
Mortgage (guar. by C. & A.) Ridge, S. Car.:	745,000	6	Feb. & Aug.	Armeeton.	1885	78	Income	300,000			· · · · · · · · · · · · · · · · · · ·	200
t Mortgage of \$2,500,000 ton and Albany:		7	Jan. & July.	Charleston.	1898 *		1st Mortgage S. F.	2,500,000	7*	April & Oct.	New York.	1909
ton and Albany:			Taxabetter com	***************************************	100	1	Chicago, Iowa and Nebraska: 1st Mortgage. Chicago and Milwaukee, (45 m'ls):	1,110,000	7	- 4 -	New York.	1991
oliar Loan	2,051,520 798,000	5*	April & Oct.	London. Boston.	1875		Chicago and Milwaukee, (45 m'ls):	897,000	7	May & Nov.	New York.	1874
ton, Clinton and Fitchburg.	4 0155000	1000	Ton to Tulu	Mark Tolling And			1st Mortgage (C. and N. W.) Chicago and Northwestern:	11.13		The second second	Contract of the same	755
ion, Concord and Montreal:	400,000	100	Jan. & July.	Boston.	1884		Pref. sinking fund b'ds (193 m.). Funded Coupons	1,249,500 755,000		Feb. & Aug. May & Nov.	New York.	1885 1888
t Mort. (Conc. to War. 71 m.). Mort. conv. (1st M. on 22 m.)	204,000 100,000		Feb. & Aug. Jan. & July.	New York. Boston.	1865	94		3,594,500		Feb. & Aug.	( u ( S) u ( )	1885
Mort. conv. (1st M. on 22 m.) nking Fund Mortgage	250,000	7	4 4	New York.	1870	88	1st Mortgage, Green Bay Ext	300,000	7	4 4	4 4	1885
ion. Hartford and Krie	496,000	6	4 4	Boston.	1889	88 .	lst Mortgage, Appleton Ext	101,000 200,000		April & Oct. Jan. & July.	4	1874 1884
t Mortgage (old) t Mortgage (new) for \$20,000,000	600,000	7	March & Sept.	Boston.	1884	80	Elgin and State L. purchase b'ds	189,000	6		er latte	1878
t Mortgage (new) for \$20,000,000 ton and Lowell:	1		Jan. & July.	SUSPENDING.	1899	46	Consolidated sinking fund bonds Equipment Bonds	3,296,000 1,375,000		F. M. A. & N. May & Nov.	4 . W10	1916
onvertible bonds	101,000 366,000		Jan. & July.	Boston.	1873		1st Mort. (Gal. & Chie. U. R. R.) 2d Mort. (Gal. & Chie. U. R. R.)	1.919.000	7	Feb. & Aug. May & Nov.	H H	1882
harf purchase bonds	200,000	6	April & Oct.	a sins	1873	96	1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	M C M	1898
t Mortgane	580,000	7	Jan. & July.	New York.	1886		lst Mort. (Chi. & Mil. R.W. 85 m)	1,098,000 363,000		Jan. & July.	······································	1898
halo, Corry and Pittsburg; at Mortgage (B., C. & P. of Pa., at Mort. (Buff. & O.C.Cross-cut)	300,000	-	Sand sadens	SHEET OF THE SE	S Corner		Chicago, Rock Island and Pacific:	500,000	Dr.	Ton & Tule	West Water	0504
t Mort. (Buff. & O.C. Cross-cut)	100,000		Jan. & July.	Pittsburg. New York.	18-		1st Mortgage (Beloit & Mad. R.) Chicago, Rock Island and Pacific: 1st Mortgage (C. & R. I. R.R.). 1st Mort. (C. R. I. and P. R. R.) Chillicothe and Brunswick:	1,397,000 7,875,000		Jan. & July.	New York.	1870
falo and Erie : o. bonds (Buff. and State Line)	400,000	10	Trong & To	THE RESERVE OF THE PERSON	A TOTAL	1	Chillicothe and Brunswick:	500.000		May & Nov.	New York.	1895
o. bonds (Buff. and State Line)	100,000	7	June & Dec. May & Nov.	New York.	1870 1873	86	Cincinnati, Dayton and Eastern:	500,000	123	L Christians	V AMPY - HOUSELESS	335
o. bonds (Buff. and State Line) o. bonds (Eric and Northeast).	200,000	7	Jan. & July. March & Sept.	44 44	1882 1886		1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896
alo, New York and Erie:	1.1000	8	D. SECTION CO. P. S.	- Contractation	9 115		2d Mortgage (1st Mort, paid) 3d Mortgage	1,250,000 500,000	7	May & Nov. Jan. & July.	New York.	1880
Mortgage. Mortgage. lington, Cedar Rapids & Minn. t Mortgage. ington and Missouri River: and Grant Mortgage. t Convertible bonds.	2,000,000 380,000	77	June & Dec. May & Nov.	New York.	1877	86	New Mortgage	500,000 282,000	7	" a July.		1885
t Mortgage	600,000	2519	The state of the s	Non V	000		Cincinnati and Indiana:	2,500,000	12	June & Dec.	New York.	1892
ington and Missouri River:	300,000	201	Feb. & Aug.	New York.	1919	****	1st Mortgage2d Mortgage	2,000,000		Jan. & July.	6 4	177-1
Convertible bonds	4,890,608	7	April & Oct. Jan. & July.	New York.	1893 1870	81	Cincinnati and Indianapolis June.:	1 -7 - 5 - 5	1	Jan. & July	New York.	1888
Convertible hands	000,000	7	a a		1875		2d Mortgage	1,200,000 800,000 250,000	7	Jan. & July. March & Sept.	Al Control	1898 1884
formia Pacific: Mortgage, sinking fund, aden and Amboy:	958,545	8	u u		1880	961	1st Mortgage (Newcastle Br.) Cincinnati and Martinsville:	1 T RECUGE	1	June & Dec.	- s - s(180) agrigu	1554
den and Amboy:	2,250,000	7	Jan. & July.	New York.	1889		1st Mort. (guar. by I. C. & Laf.) Cincinnati, Richmond & Chicago:	400,000	7	Jan. & July.	New York.	1895
		6	Jan. & July.	London.	1880		lat Mortgage	500,000	7	Jan. & July.	New York	1895
oan for \$800,000	1,846,000	54	March & Sept. April & Oct	- 66	1894	974	Cincinnati and Zanesville:	1,300,000	T.	May & Nov.	New York.	1893
oan for \$675,000	675,000	6	14 4	New York.	1870 1875	91	1st Mortgage. Cleveland, Columbus and Cinc.: 1st Mortgage. Cleveland and Mahoning:	5,000,5	12	Laterna Call	AT Andrews N.	Sept. S
oun for \$2,500,000	1,700,000 867,000	6	Feb. & Aug. May & Nov.	er er	1883 1889	84	Cleveland and Mahoning:	425,000	12.	June & Dec.	New York.	'08-'9
erling Loan, skg fund £337,200 can for \$800,000 can for \$675,000 can for \$1,700,000 can for \$2,500,000 consol. Mortgage for \$5,000,000 den and Atlantic	4,065,940		June & Dec.		1889	98	1st Mortgage	850,000 687,000	7	Feb. & Aug. March & Sept.	New York.	1878
t Mortgage	490,000	7	Jan. & July	Philadelphia	1879	96	Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	10 10 10	1876
nden and Atlantic: t Mortgage. i Mortgage. i Mortgage. iden and Burlington County: t Mortgage of 1867 for \$350 000 Cod Central: Mortgage.	500,000		Jan. & July. April & Oct.	a madeiphili	1880		Oleveland and Mahoning: 1st Mortgage	8 1000,8	6.		Now York	107
t Mortgage of 1867 for \$350 000	305,000	6	Feb. & Aug.	Philadelphia	1897	88	3d Mortgage (or 1st Extension).	1,180,000 1,597,000 1,106,480 876,000	7	March & Sept. May & Nov. Jan. & July. May & Nov.	New York	1875
THE RESERVE AND ADDRESS OF THE PARTY OF THE	20 9050,3	100	NAME OF STREET	Control of the Contro	1000	1. 6.	Ath Mortgage (or ad Matenalon).	1,108,490	1.71	Jan. & July.	4	11800

#### AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Model of the second of the sec

a series of the series	American	3	Interest	Payable.	16.	100	Description of Bonds	A	te.	Interest	Payable.	ė	1 %
Description of Bonds.	Amount.	Ba	When.	Where.	Dae	Prior	Description of Bonds.	Amount.	Ra	When.	Where.	Due	Pric
ev., Painesv. & Ash. (L. Shore):	#K00 000		Jan. & July.	New York.	1874	914	Erie:	\$3,000,000	7	May & Nov.	New York.	1897	T
1st Mortgage	\$500,000 1,000,000	7	4	44	1880		1st Mortgage	4,000,000	1	March & Sept.	4 4	1879	944 86
3d Mortgage eveland & Toledo (Lake Shore):	1,000,000	7	April & Oct.	Marine Street	1892	92	3d Mortgage	6,000,000 4,441,000	7	April & Oct.		1883	76
1st Mort. (Junc. R. R. 1st Div.) .	13,000		April & Oct. June & Dec.	New York.	1867 1882	-4	5th Mortgage Buffalo Branch Bonds	926,500	7	June & Dec.	4 4	1888	78
1st Mort, (Junc. R. R. 2d Div.) 1st Mortgage S. F. (Clev. & Tol.)	113,000 2,015,000	7	Jan. & July.		1885	954	Sterling Loan £800,000	186,400 4,844,444	6*	Jan. & July. March & Sept.	London.	1875	***
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	4	1886	****	Erie and Pittsburg:	900,000		Jan. & July.	Philadelphia.	1882	
let Mortgage for \$1,000,000	410,000	7	Jan. & July.	New York.	1888	****	2d Mortgage	700,000	7	April & Oct.	Granach	1875	***
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	741	New Mortgage Evansville and Crawfordsville:	859,000	100	Jan. & July.	51 101	Caus .	1
olumbus and Indiana Central:	821,000	7	May & Nov.	New York.	1886	09	1st Mortgage of 1852	350,000 740,000		May & Nov.	New York.	1869	
2d Mortgage Income Bonds	1,243,000		" "	" "	1881		1st Mortgage of 1854	150,000		Feb. & Aug.	4	1881	***
lumbus and Hocking Valley:	262,500	7	Jan. & July.	New York.	1897		Fall River, Warren & Providence:	200,000	7	- &	Providence	18-	
ist Mortgage	5,000,000	7	Feb. & Aug.	"	1900		Flemington:	100,000	6	- 4 -	Princeton.	18-	1
dumbus and Xenia:	248,000	7	March & Sept.	Columbus.	1890		1st Mortgage guaranteed Flint and Pere Marquette:	M. John	da.	111111111111111111111111111111111111111	13		**
macticut and Passumpsic Kiv. :	500,000	6	June & Dec.	Boston.	1876	90	Galena & Chic. Umon (C.N.& W.):	1,520,500	7	- &	New York	18-	
st Mortgage sinking fund Notes of '66 and '67, free	295,000		44	Section 6	176-177		1st Mortgage	1,919,000		Feb. & Aug. May & Nov.	New York.	1882	9
nnecticut River:	250,000	6	March & Sept.	Boston.	1878	98	2d MortgageGeorgia:	1,029,000		100 to 1902	Service To All Control (St	100	9
nnecting:	1,000,000	6	Jan. & July.	Philadelphia.	1896	881	Bonds	592.000	7	J. & J.	Augusta.	-70'-7	5
at Mortgage guaranteed unberland and Pennsylvania:	1.		CONTRACT THE PARTY OF	shire how interes	theat?	008	1st Mortgage	167,000	7	Jan. & July.	New York.	1886	
at Mortgage for \$1,000,000	875,000 799,000		March & Sept. May & Nov.	New York.	1891 1885		Grand River Valley: 1st Mortgage, guaranteed	1,000,000	1	Jan. & July.	New York.	1886	
mberland Valley:	6 Mary	13.	April & Oct.	Philadelphia.	590		Grand Trunk (Ca.):	CHA FORD	8		London.	18-	
at Mortgaged Mortgage	161,000 109,500		april ac Oct.	r muderbulg	1904		2d Preference Bonds	12,573,661 7,355,986	54	Jan. & July.	Liongon,	18-	
nbury and Norwalk:	37.1375	13.0	Jan. & July.	New York.	1880	1 2	8d Preference Stock	3,414,094	44	4 4	and the last	18-	0.
at Mortgage	100000	185.5	Dr. Millering	1 - Carlotte	Cont.	****	Equipment Bonds Postal and Military bonds	25,592,860 2,433,333	6*	April & Oct.		18-	
at Mortgage sinking fund yton and Michigan:	2,000,000	2	Jan. & July.	New York.	1908	****	Postal and Military bonds Great Western of Canada:	5,840,000	VAI	Feb. & Aug.	4 Phileson	18-	
WE WOLDSPER BETTERING TOTAL	2,802,000		Jan. & July.	New York.	1881 1884		Government Loan £573,688	2,782,387	6*		Ottawa.	179_17	
d Mortgage	700,000		March & Sept. April & Oct.	и и	1888	****	Mortgage Bonds £615,200 Mortgage Bonds £547,000	2,983,720 2,652,950	544	- & -	London.	73-7	8.
vion and Union:	7 3000,0	10	March & Sept.	New York.	1879	1	Mortgage Bonds £547,000 Stock Debentures £46,700 Great Western of Illinois:	226,500	5	- 4	a .	irred	
at Mortgage, registered	130,000	7	June & Dec.	11 11	1879	****	1st Mortgage (W. Div.)	1,000,000	10	April & Oct	New York.	1868	1
neome Bonds	252,445	6	4		1879		1st Mortgage (E. Div.)	45,000 1,455,000	7	Feb. & Aug	41 44	1888	L
yton and Western: at Mortgage	275,000		March & Sept.	New York.	1882		2d Mortgage	2,500,000		May & Nov	44 44	1893	
d Mortgage	463,000	6	Jan. & July.	in the same of	1905		Greenville and Columbia: 1st Mortgage	1,000,000	7	Jan. & July	New York.	1886	
laware: st Mortgage luaranteed Bonds	500,000		Jan. & July.	Philadelphia.		891	Hanmbai and St. Joseph:	1	1.	002.5	Total Telephone	a suct	
luaranteed Bonds	100,000		4 4	4	1875 1876		Land Mortgage	1,900,000		Jan. & July	New York	1881 1883	i
Automotor Mortgrage	100,000		4 4	4	1880		Eight per cent. Loan	860,000	8	14 M	44 44	18-	
iaware, Lackawan. & Western: at Mort. (L. & W.) for \$900,000.	564,000	7	Jan. & July.	New York.	1871	981	Ten per cent. Loan	500,000	10		. 44	1872	1
st Mort. (East. Ext.) \$1,500,000. Id Mort. (General) for \$2,600,000.	1.111.000		April & Oct.	46 46	1875	98	1st Mort. (Quincy and Palmyra 1st Mort. (Kan. City & Cameron	500,000	8	_ & _	4 4	18-	1
Wolnes Valley:	1.43 (2000)	40.	TO STATE OF THE PARTY OF THE PA	Mg2 25 5750	1881	92	Harrisburg and Lancaster:		1	Long (In to J	100 TO TO THE LOSS	A Day	
ist Mortgage (on 154 miles) Income Bonds	2,810,000 462,000		April & Oct.	New York.	1877 1884		1st Mortgage, guaranteed Hartford and New Haven:	700,000	6	Jan. & July	. Philadelphia	. 1883	
tunit and MIIWAUE08;	F1 12 100 F140	13	relegial yet in		200		1st Mortgage	927,000	0 6	Jan. & July	New York.	1873	
at Mortgage, convertible			May & Nov.	44 44	1875		Hartford, Providence and Fishkill 1st Mort. (R. Island 26.32 m.)		1 -	Jan. & July	. Providence.	1876	1.
. Mantagan Ennded Commons .	628 525	7	Jan. & July.		1875		1st Mort. (Connecticut 96.04 m. Hempfield:	1,574,500		1	Hartford.		
Mortgage Funded Coupons.  Bonds of June 30, 1866, (cond).  stroit, Mon. & Tol. (M.S. & N.L.)	377,115 1,611,639		May & Nov.	4 4	1875	****	1st Mortgage	500,000	6	Jan. & July	Philadelphia	1872	
troit, Mon. & Tol. (M.S. & N.L.	994 000	18.	Poh & Ang	Now York	181	1	Housatonic:	1000	15	1	1 inclusion in	CHE	
troit and Pontiac (Detr. & Mil.)	925,000	18	Feb. & Aug.	Hod I mediatrical	1876		1st Mortgage	191,000	7	Jan. & July	. Bridgsport.	1885	
let Mortgage	350,000		Jan. & July.	New York.	1878		Houston and Texas Central: 1st Mortgage (L.G.) sinking fund		1	Ton 4 To	N- V	1001	
d Mortgage	250,000	8	Feb. & Aug		1878 1886	****	Hudson River:		-	Jan. & July	14.7% 图34	- 25	
abuque and Sioux City:	300,000	7	Jan. & July	New York.	1883	93	1st Mortgage	1,936,000			New York.	1870 1885	
at Mortgage  buque and Sloux City:  at Mortgage (1st Division)  st Mortgage (construction)  Sinking Fund (convertible)	660,000	7	46 46	4 4	1894	93	3d Mortgage	183,00	0 7			1875	
Sinking Fund (conversion)	1,000,000	1	May & Nov	tratification and	1888		Huntington and Broad Top Mt.: 1st Mortgage	416,000	0 7	April & Oct	Philadelphia	1870	
Lat Mostgrage, hyeferred	100,000	7	Jan. & July	New York.	1895 1895		Consol Mortgage	367,500	0 7	Feb. & Aug	Secretary Control	1875	
d Mortgage, ordinary st Brandywine & Waynesburg	: 200,000	12	Million Care		1000		Illinois Central:	5.0003	10	ALCON COMME	A CONTRACTOR OF THE PARTY OF TH	1896	1
Mortgage	140,000	7	Feb. & Aug	Philadelphia	1882		Construction		0 7		New York.	1875	
et Mortgage, Sinking Fund at Tennessee and Georgia:	. 506,900	7	April & Oct	Philadelphia	1888		Redemption	2,560,50	0 6	4 4	4 4	1890	
Compaged Losh (Old)	. 1.087.00	6	Jan. & July	New York.	1882	340	Illinois and Southern Iowa:	2,424,50	0 6	* *	London.	1875	
Tennessee LOSE (1000)	· 93U,24	7 6	4 4	44 44	1898		Int Mortgage	800,00	0 7	Feb. & Aug	New York.	1882	
Mortgage (old)	136,40		4 4	4 4	1880 1880		1st Mortgage	- 2,500,00	0 7	Jan. & July	New York	1886	0
Mortgage (new)	1,599,00	95.	Jan. & July	New York.	OF	1	Indianapolis Crawforder & Dane	500,00	0	April & Oc		1888	
Tennessee Loan (old) Tennessee Loan (1866)	000,00	0 6		- 66 - 66	1888 1898		lat Mortgage	1,500,00	0 -	Jan. & July	New York	1888	3
Tennessee endorsed bonds	178,000	i de la		4 4	16-		Indianapolis and Madison: 1st Mortgage	3 3 4 4 4 5 5	313	1 Tues 15 10 10 10 10 10 10 10 10 10 10 10 10 10	7 300 A 600 NO	50 56 55	
State Loan (1st Lien)	275,00	0 5	J. A. J. & O	Boston.	08-7	2	Town River:	10,322,000	262	CONTRACTOR CALLS	ACCOMPANY.	to library	
2d Morigage, (convert. sterling).	739.00	0 5	J. A. J. & O. Jan. & July Feb. & Aug Jan. & July	London. Boston.	1872 1874		1st mortgage (Eldora R. R.)	- 272,00	0 7	Jan. & July	New York.	1888	
let Mortgage, (Resex Railroad)	214,00	0 6	Jan. & July	4	1876	13	1st Mortgage	- 1,495,00	0 1	Jan. & July	New York.	1884	
State Loan (1st Lien) 2d Mortgage, (convert sterling). 2d Mortgage, convertible. 1at Mortgage, (Essex Railroad) Bonds of 1888. 1gefield and Kentucky:	. 500,00	0	March & Sep	State of Land	1889	96	2d Mortgage	A STATE OF THE PARTY.		A Marian Sala	711117 3888-8	NO BELLEY	
Tennessee Loan	. 870,00	0 6	Jan. & July	New York.	18-		2d Mortgage		To a	MARKET ALTERES	The state of the s	(5) 422	
Let Mortgage	1,060,00	0 7	Jan. & July	Philadelphia	1880	88	Joliet and Chicago:	1,961,00	0	April & Oc	t. New York.	1906	9
Income Bonds	570,00	0 8		(30) (30) (9)	1872	58		500,00	10	Jan. & July	y. New York	1968	0
CHARGE STREET, LACKSON ASSESSMENT OF REAL PROPERTY AND ADDRESS OF THE PERSON OF THE PE	C 15000	90	Jan. & July	London.	1896	1 1/2.	Joliet and Northern Indiana:		200	Jan. & Jul	A (2.3.38)	14 125	1

#### AMERICAN RAILROAD BOND LIST.

Description of Bonds.	Amount.	3	Interest	Payable.	9	.00	Description of Description	. 6.	14	Interest	Payable.	3
de el mario de la la como de		B	When.	Where.	Pa	E	Description of Bonds.	Amount.	Rate	When.	Where.	A
unction, Philadelphia:	800,000		Anril & Oct	Philadal 11	1000	-	Mobile and Montgomery:	To be	-	The same	1 60180150	ivag V
lst Mortgage, guaranteed entucký Čentral:	52 May 1 19 19 19 19 19 19 19 19 19 19 19 19 1		April & Oct.		1896	****	1st Mortgage	\$1,200,000	8	May & Nov.	New York.	1838
HIL MORE (COVIDETOR & LEXING.)	\$128,000 794,000		_ & _	New York.	1873 1883	••••	1st Mortgage, Sterling	4,593,000	6*	May & Nov.	London.	1882
2d Mortgage (do.)	237,000	7	- &	4 4	1885		Tennessee Loans	1,669,800	6	Jan. & July.	Mobile. New York.	1882 1891
1st Mortgage, sinking fund, conv. noxville and Charleston:	400,000	8	May & Nov.	New York.	1887	90‡	Income of '61, '62, '65 and '67 Liquidation (10 year) bonds	388,900 556,421	8	May & Nov.	Mobile. New York.	1867
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898		Interest bonds	697,900	8	4 4	Mobile.	1882
noxville and Kentucky: Tenn. State Loan (old)	LLAS SHIPS	123		PALES INCOME		****		129,000	8	March & Sept.	New York.	1886
Tenn. State Loan (new)	800,000		Jan. & July.	New York.	1890 1898		1st Mortgage, endorsed by Ala Montgomery and West Point: Income Bonds	100,000	8	Jan. & July.	New York	1871
ackswanns and Bloomsburg: 1st Mortgage	900,000	7	Jan. & July.	New York.	1875		Income Bonds	1 908 00E	8	4 4	4 4	1876
1st Mortgage (Extension) 2d Mortgage	400,000 500,000	7	March & Sept.	Philadelphia	1885		Mortgage Bonds	719,500	100	740504465360	179	1881
2d Mortgage (Extension)	400,000		May & Nov.	a	1880	****	1st Mortgage, Sinking Fund	3,000,000		May & Nov. Feb. & Aug.	New York.	1915
ake Erie and Louisville: 1st Mortgage for \$1,600,000	560,000	7	Jan. & July.	New York.	1893	3.4	2d Mortgage Nashville and Chattanooga:	ALCOHOLD SERVICE	1	Jan. & July.	Nam Task	200
awrence: lst Mortgage		1	4 4	Company of the Company	The state of		1st Mortgage, endorsed by Tenn Tenn. State Loan Tenn. Coupons Funded Nashville and Decatur:	150,000	6		New York.	1890
ehigh and Lackawanna:		1	The second second	Pittsburg.	1886		Tenn. Coupons Funded	428,270	0	the water of the	AMERICAN TOTAL	1892
1st Mortgage (tax free) chigh Valley:	200,000	No.	Feb. & Aug.	Philadelphia	. 1897	851	Tenn. State Loan	2,400,17	6 6	Jan. & July.	New York.	90-19
let Mort. (exchangeable for new New Mortgage, free of taxes	1,262,000	6		Philadelphia		95	Income Bonds (Tenn. and Ala.) 2d Mortgage	205,00	0 6	April & Oct.	Nashville, New York.	1870 1887
1st Mortgage (Hazleton)	149,500		Jan. & July	4 110	1898	95	Nashville and Northwestern: Tenn. State Loan	. 2,672,00	0 6	Jan. & July.	New York.	188-18
ittle Miami: 1st Mortgage	1,489,000		May & Nov	New York	1000	-	2d Mortgage Naugatuck:	792,05	0 6	4 4	4	71-18
Cincinnati Loan	100,000			Cincinnati.	1880		1st Mortgage, Convertible Newark and New York:	. 166,00	0 7	Jan. & July	Bridgeport.	1876
1st Mortgage, sinking fund	807,500	7	April & Oct	Philadelphia	1877	99	Newark and New York:	. 600,00	0 7	Jan. & July	New York.	18-
ong Island: 1st Mortgage	500,000	0 6	Tall and the	ALCOHOL STATE	4	984	1st Mortgage	250,00	300		上"。""写为,对题	10 (20)
Hunter's Point Extension	175,000	0 7		66 66	1890		New Bedford and Taunton:	. 200,00	200		HINAHAN YES	9 755
ouisville, Cincin, and Lexington			1 2 2	Cold Name Same	1893		New Brunswick and Canada:	174,00	2	Jan. & July	120000000000000000000000000000000000000	1881
1st Mortgage for \$3,000,000 jouisville and Frankfort:	2,628,000	1	Jan. & July	VI CONTRACTOR	1897	85	1st Mortgage, Sterling £220,000. Newcastle and Beaver Valley:	1,100,00	0 0	May & Nov	London.	1867
1st Mortgage Louisville Loan	88,000		Jan. & July	New York.		8	1st Mortgage for \$150,000	125,00		May & Nov	Philadelphia	
ouisville and Nashville:	107.1	1	Assertation of	men koreszes	1881		2d Mortgage for \$100,000 New Haven and Darby:	THE SHEET	10 7	March & Sept		1877
1st Mortgage, Main Stem 1st Mortgage, Memphis Branch	267.000			New York.	169-17		1st Mortgage	300,00	00 7	May & Nov	. New York.	1888
1st Mortgage, Bardstown Branc. 1st Mort. Lebanon Branch Ext	27,500	0 7	Jan. & July	. 4 4	1870		New Haven and Northampton: 1st Mortgage	450,00		Jan. & July	New Haven	1. 1800
Louisville Loan, Main Stem	849,000	0 6	April & Oct	66 66	180-18 186-18		1st Mort. (Hamps. & Hampd.). New Jersey:	200,0	00	April & Oc	明·公司 (明本日)	1874
Louisville Loan, Lebanon Br Louisville Loan, Leb. Br. Ext.	225,000	0 0	May & Nov		1886 1893		Company Bonds (var. issues).	. 850,0	00 (	Feb. & Aug	. New York.	. 75-
Consolid. 1st mort. for \$8,000,00	2,000,000	0 7	ñ 4	46 41	1898	90	New London Northern: lst Mortgage	. 60,0		Jun. & De	New Londo	n. 1875
1st Mort., New Albany & Saler	2,235,000	0 0	- 4 -	New York	1892					March & Sep April & Oc		1885 1888
Yacon and Brunswick: 1st Mort. endorsed by Georgia. Mahanoy and Broad Mountain:	140,000	0 7	Jan. & July	New York	1881	100	New Mortgage	2.741.0		5 1 C 31-12/16 Liv	Adjust 5 to 1	25
fahanoy and Broad Mountain: 1st Mortgage	250,000				2574		1st Mortgage for \$3,000,000 2d Mortgage for \$1,500,000	1,157,0		April & Oc	Kew Tork	1886 1890
Maine Central:	The land of	de	Jan. & July		1884		N. Orleans, Opelousas & Gt. Wt. 1st Mort. construction (80 m.)	n:		April & Oc	New York	25
\$1,100,000 Loan \$400,000 Loan		01	June & Dec	Boston.	190-19 170-17		2d Mort. (F.) for \$1,000,000 (80m	.)		Jan. & July	. 4 4	1887
Bangor City Loan	621,00	0 6	April & Oct	41	1874	****	New York Central: Premium, Sinking Fund Bond	8. 5,946,6	89	May & No	New York.	1888
Marietta and Cincinnati:	11 7 7 7 7	1		0.000	1870		Funding, Sinking Fund Bonds, Bonds for B. & N. Falls R.R.C.	0. 76,0		May & Nov		1876
1st Mortgage, Sterling	- 2,454,34 - 1,050,00		Feb. & Aug	Baltimore.	1891 1891	88	Bonds for railroad stocks	. 592,00	00 6	4 4	4 4	1883
2d Mortgage Scioto and Hocking Valley	- 2,500,00	0	May & Nov	Baltimore.	1896	66	Bonds for real estate	58,2	15 7	various.	4 4	1888 Val
femphis and Charleston:	A Seption	1	2 1 2 A ME 2 2	morning 3	1896		Convertible bonds	2,900,00		June & Dec	4 4	1870
Tenn. State Loan	1 202 00		Jan. & July May & Nov	New York	1890		New York and Flushing:				TANTAR BEREIN	
2d Mortgage. Kemphis and Little Rock:	1,000,00		Jan. & July	. "	1880 1885	85	New York and Harlem:		00 3	12420000000	New York	18-
Tenn. State, endorsements	445,000	0 0	Jan. & July	New York	1890		1st Mortgage of 1853	1,797,0		Feb. & Aus		1878
Mortgage (road and land) Ark. State Loan	900,000	0 8	May & Nov Jan. & July		1890 1897		New York and New Haven:	1.050.50	3	A STATE OF THE PARTY OF THE PAR	THE STREET	
lichigan Central:	487 404	0	Ton & Yel			****	New York, Providence & Boston	Li i de la como	2	April & Oct	OF SHAPE AND SHAPE	
and Mandagage Sterling convertible	E00 000	0 8	Jan. & July March & Sept	46	1872 1869		1st Mortgage Extension Bonds	250,00		May & Nov	New York.	773-7 1883
1st Mortgage, dollars, convertibl 1st Mortgage, dollars, convertibl	1,294,500 500,000	0 8	April & Oct	New York.		118	Norfolk and Petersburg:	0 1000	200	200200		100
1st Mortgage, dollars, convertibl Consol. Sinking Fund Mortgag fichigan Southern & North. Ind	4,207,000			1 4 4	1882	117	1st Mortgage	303.0	00 8	4 4	1000	1877
1st Mortgage, Sinking Fund	6.728.000		May & Nov	New York.	1885	94	2d Mortgage for \$300,000 North Eastern:	43,0	00 8		Norfolk.	1872
2d Mortgage Detroit, Monroe & Toledo Mor	924,000		Feb. & Aug	46 66	1877	90	1 1st Mortgage	700,0		March & Sept	Charleston.	
limin and Centre County:	The County of the		L'Annual South	Contraction of	1876	93	2d Mortgage for \$300,000 North Missouri:	1000	20	, Children	7.17.37.38	1868
lat Mortgage. (ilwaukee & Chicago, (40 miles) hi Mortgage, (C. & N. W. R. W	112,000		A AND THE REAL PROPERTY.		0.000		1st Mortgage of 1865	4,000,00		Jan. & July April & Oct	New York	1895
ad Mortgage, (C. & N. W. R. W ad Mortgage, ( " " ilwaukee and St. Paul:	182,000		Jan. & July June & Dec	New York.	1874 1898		North Pennsylvania:	A TOWNS	S 3.	The Control of the Co	Security of the second	(B) (S) (S)
liwaukee and St. Paul: 1st Mortgage—370 miles	S T 800,000		COMM SET	THE DESIGNATION	EASTERS !		1st Mortgage	2,500,0	00 10	Jan. & July April & Oct	Philadelphis	1887
2d Mortgage 1st Mortgage (P. du C.)	1,390,000	0 7	April & Oct	46 65	1893 1884	89	North Shore T. T	276,5	10	*	10 mg 1 - 2 mg	18-
2d Mortgage (P. du C.)	736,000	0 8	Feb. & Aug	4 4	1898	101	1st Mortgage	110,2	00	Jan. & July	New York.	1887
1st Mort. (Iowa and Minn. Div.	8,785,000		Jan. & July		1898	88	Northern Central:  1st Mortgage, guaranteed	1,500,00	00	J. A. J. & O Jan. & July	Baltimore	irre
lississippi Central: 1st Mortgage	1,350,000	0 7	May & Nov	New York	1873	10.53	2d Mortgage, Sinking Fund	2,500,0	00 6	April & Oct	4	1886
M Mortgage Tenn. State Loan	1,997,000	0 8		46 44	1876	72	Consol. Mort. for \$6,000,000	1,228,00 952,00	00	April & Oct	4	1900
lississippi and Tennessee:	400.00	ж.	THE NOTE SET UP	Martin Street, Spilling	1892		Company Bonds of 1854	. 120,60	20	April & Oct	Boston.	1874
A Mortgage Tenn. State Loan Mississippi and Tennessee: Lit Mortgage 2d Mortgage for \$1,300,000 Tennessee State Loan Mobile and Girard:	989,000	0 8	April & Oct	New York	1876 1890		Northern New Jersey:	400,0	S	Lambian Style	The state of the s	350.0
Tennessee State Loan	417,800	0 0	4		1892	****	North Western Virginia:		98	N EXCESSION OF STREET	and when you	3 73 6
lst Mortgage Bonds	1 CAND VA		1000000	New York	A 130 C		2d Mortgage (B. & O. R. R. Co	481,5	100	Jan & July	. Baltimore.	1875

100

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#### AMERICAN RAILROAD ROND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	mount.	Rate.	Interest When.	Payable. Where.	Due.	Price.	Description of Bonds.	Amount.	Rate.		Where,	Due
orth Carolina :	131	_	W Hen.	w nere.	-	A .	White t White A	18	-	When.	where.	-
Equipment Bonds of 1867 New Loan for \$800,000	\$389,000	8 8	March & Sept.	Co.'s shops.	1867 1887		Portland and Kennebee: 1st Mortgage Consolidated Bonds	\$230,000		April & Oct	Boston.	188
wich and Worcester:	400.000	500	You & Tulin	cut () has	SP 632	****	Pittsburg, Ft. Wayne & Chicago:	300,000	345		V V.A	4 (52)
Mort. (Mass. Loan) skg fund	124,500	6	Jan. & July.	Boston.	1877		Pittsburg, Ft. Wayne & Chicago: lat Mortgage (Series A) lat Mortgage (Series B) lst Mortgage (Series C)	875,000 875,000		Jan. & July Feb. & Aug	44 44	191
samboat mortgagesnaburg and Lake Champlain:	45,000	7	Feb. & Aug	and the second	1870		1st Mortgage (Series C)	875,000	7	March & Sept April & Oct	4 4	191
t Mort. conv. into pref. stock.	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage (Series E)	875,000 875,000	7	May & Nov		191
quipment Bonds	300,000			this line and	'69-'78	994	Lat Mortgage (Series E)	875,000 860,000		June & Dec	TURY DEPARTS	191
t Mortgage, E. Div	2,050,000 850,000	7	Jan. & July.	New York.	1872 1872	92	2d Mortgage (Series G) 2d Mortgage (Series H) 2d Mortgage (Series I) 2d Mortgage (Series K)	860,000	7	Feb. & Aug March & Sept	30 661 Lo 6	191 191
d Mortgage, W. Div	556,000	7	ии.		1874	****	2d Mortgage (Series I) 2d Mortgage (Series K)	860,000 860,000	7	April & Oct		191
lonsolidated Mort, for \$6,000,000	221,500 1,652,000	4	April & Oct. Jan. & July.	61 64	1882 1898		2d Mortgage (Series L) 2d Mortgage (Series M)	860,000 860,000	77	June & Dec	4 4	191
at Mortgage, E. Div.  at Mortgage, W. Div.  at Mortgage, W. Div.  neome, W. Div.  consolidated Mort. for \$0,000,000    consolidated Mort. sterling  Creek and Allegheny Raver:	83,420		44 44	London.	1898	88	3d Mortgage	2,000,000	7	April & Oc		191
at Mortgage	3,170,000	7	Jan. & July	Philadelphia.	1897		3d Mortgage	153,000	100	May & No	STATE OF STREET	
on Donds	1,000,000	6	March & Sept.	Boston.	1876		1st Mortgage	225,000 525,000	10	Jan. & July	San Francisco	0 181
ompany Bonds	458,000	6	April & Oct.	1 1 4 D	1875	93 93‡	1st Mortgage Providence, Warren and Bristol:	1		Ly and the same of	Duanidanas	
ompany Bonds	1,388,000		Feb. & Aug.	Meself Son elle	1877	101	Tut Mortgage	100,000 50,000		June & De	Providence.	18
Mort (Unariotte to Lynchn.)	400,000		May & Nov. Jan. & July.	New York.	1873	80	2d MortgageQuincy and Toledo: 1st Mortgage	500,000	12	May & Nov	New York.	18
d Mort. "	573,500	8	May & Nov.	Richmond.	1873	734	Raritan and Delaware Bay:	1 1000	556	NAME AND POST OF	deleration for the second	18
th Mort. " st Mort. (general)	331,700 708,000 249,962	7	March & Sept. Jan. & July.	Alexandria. New York.	1880 1882	70	IRL MOTIGAGE, S. F. (05 III.)	1,000,000 250,000		March & Sep	4 4	18
a. State Loan	249,962	6	4	H H	1887	13	2d Mortgage Equipment Bonds, convertible Reading and Columbia:	296,000		4 4	44 44	18
st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888		1st Mortgage	650,000		March & Sep	Philadelphia.	. 18
st Mortgage 5-20 years wego and Rome: st Mort. guar. by R. W. & O	500,000		May & Nov.	New York.	1916	00	2d Mortgage Rensselaer and Saratoga:	350,000	7	June & Dec	DOWNSON THE	18
ncome	200,000		Feb. & Aug.	4 4	1891	****	1st Mortgage (R. & S.)	150,000		Jan. & July		18
st Mortgage	498,500		May & Nov.	New York.	70-180		1st Mortgage (Sar. & Whitehall) 1st Mort. (Troy, Salem & Rutl.)	400,000 500,000	777	March & Sept May & Nov Jan. & July	a a	18
Mortgageific of Mo.:	375,000		4	4 4	1885		1st Mort. (Troy, Salem & Rutl.) 2d Mortgage (R. & S.) Richmond and Danville:	450,000	7	Jan. & July		186
ortgage, construction	1,500,000		Jan. & July.	New York.	1880	92	Virginia State Loan	600,000		Jan. & July	New York.	18
t (new) Mortgage	700,000	6*	Feb. & Aug.	New York.	771-73 1888		Bonds guaranteed by Virginia Consolidated, coupon	1,298,000		May & Nov		37
ama: t Mortgage, Sterling	416,000	1	April & Oct.	London.	1870	974	Consolidated, registered	408,500		4	Richmond.	27
d Mortgage, Sterling	346,000	7*	24	46	1875	****	Rich., Frederickburg & Potomac: Company Bonds, sterling	67,778	6*	Jan. & July	London.	18
erson and Newark :	1,150,000	7*	Feb. & Aug.	"	1872	****	Company Bonds, dollar	172,800		- 4	Richmond.	18
t Mortgage guaranteed aberton and Hightstown:	500,000	7	Jan. & July.	New York	1888		Richmond and Petersburg: Company Bonds (coup. & reg.).	130,500		June & Dec	N. Y. & Rich	1. 18
st Mortgage endorsed ninsula (C. & N. W.):	100,000	7	- & -	New York.	1877	4 4 44	Company Bonds (coupons) Richmond and York River:	175,000	8	March & Sep	Philadelphia.	I have
it Mortgage	1,010,000	7	March & Sept.	New York.	35.41	••••	1st Mortgage	600,000	8	- & -	New York.	18
ineyivania:	The Lines See			Section of the sectio	1898	96	Roanoke Valley (R. & Dan.):	160,800	7	Feb. & Aug	Richmond.	'6
d Mort. Harrisb. to Pittsb.	4,972,000 2,594,000		Jan. & July. April & Oct.	Philadelphia.	1890	98	Rockford, R. Island & St. Louis:  1st Mortgage, convertible, S.F. free	9,000,000	74	Feb. & Aug	N. Y. & Lond	1, 19
d M. atg. ) leneral Mortgage	2,283,840 1,545,000	6	4 4	London.	1875	941	Rock Island and Peoria:	Contractor		-17 170007.00	man no bata strait	18
tate lien on whole property 6	232,755	5.	J. A. J. & O. April & Oct.	Harrisburg.	1910		Rome, Watertown & Ogdensb.:	1,384,000	7	- & -	New York.	C do
msylvania and New York:	8,520,728	6	J. A. J. & O.	Philadelphia.	'69-'71		1st Mortgage, Sinking Fund	571,000		June & De March & Sep		18
	2,097,000	7	- & -	Philadelphia.	18-	90	1st Mortgage, Sinking Fund Sinking Fund (Watert. & Rome) 1st Mort. (Potsdam & Watert.).	757,500 511,500		June & De		16
st Mortgage	1,185,300	7	Jan. & July.	New York.	18-	****	Rutland and Burlington: 1st Mort, conv. into pref. stock	1,800,000	7	Feb. & Aus	Boston.	18
R MORIGREO (THURSDREED R.E.)	206,000 255,000	7 8	66 66	4 4	18-		2d Mort. conv. into com. stock	937,500		46 - 46	Called Con and	18
d Mortgage pria and Bureau Valley:	U. 1000.	-		portion of all	18-		Sacramento Valley:	400,000	10*	Jan. & July	New York.	18
t Mortgage oria, Pekin and Jacksonville: at Mortgage	600,000	8	Jan. & July.	New York.	18—		2d Mortgage	329,000	10*	Feb. & Au	Saeramento.	18
at Mortgage	1,000,000	7	Jan. & July.	New York.	1887		St. Joseph and Council Bluffs: 1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sep	Boston.	18
at Mortgage	255,000	6	- 4	Philadelphia.	18	720	1st Mortgage (in Iowa 52 m.)	150,000 500,000		- & -	00 4	18
st Mortgage, guaranteed	100,000	200	100	BURY THER SCHOOL	13391		St. Louis, Alton and Terre Haute:	1 11000	10	Jan. & July	New York.	18
st Mortgage, guaranteed ifadelphia and Baltimore Cent.:	1 100000	115	- OK 1 - OK	New York.	18-	****	1st Mortgage (Series A) 1st Mortgage (Series B)	1,100,000	1 7	April & Oc		18
at Mortgageiisdelphia and Erie:		1	Jan. & July.	Philadelphia.	1876		Od Manton on mucloward (Carles Ch	1 400 000	7	Feb. & Au May & No	7. 60	18
at Mortgage (Sunbury & Erie.)	1,000,000		April & Oct.	Philadelphia.	1877	96	2d Mortgage preferred (Series D) 2d Mortgage preferred (Series D) 2d Mortgage Income (Series E) St. Louis and Iron Mountain. 1st Mortgage for \$4,000,000 St. Louis, Jacksonville & Chicago.	1,700,000		" "	" "	18
d Mortgage	4,000,000	7		4	1881	85	St. Louis and Iron Mountain.	3,000,000	7	Feb. & Au	New York.	18
d Mortgage for \$3,000,000 ladelphia, Germant. & Norist.:	600,000	7	Jan. & July.	4	1885	844	St. Louis, Jacksonville & Chicago	0,000,000	100	A STATE OF THE PARTY OF	SHIPP / SHETTED	18
onvertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882		1st Mortgage (\$15,000 per mile). 2d Mortgage (\$5,000 per mile). St. Louis and St. Joseph:	2,365,000 360,000		Jan. & July		18
onds of 1849	401,600	6	April & Oct.	Philadelphia	1870	3.60	St. Louis and St. Joseph:	1 000 000	lu a	May & No	New York.	18
onds of 1861onds of 1836-43-44-48 and 49	106,000	6	Jan. & July.	i muderpins,	1871	100± 96	St. Louis, Vandalia & T. Haute:	A Townson		Latin Manhamati	***************************************	L
londs of 1867, convertible	171,500	6	66 46	de ATIC	1880	90	1st Mortgage, S. F., guaranteed. 2d Mortgage, S. F., guaranteed. St. Paul and Chicago:	1,900,000 2,600,000		Jan. & July	New York.	18
londs of 1836, Sterling	182,400 288,000	74		London.	1880		St. Paul and Chicago:		1.	J. A. J. & (	New York.	19
fort. bonds of '68, clear of taxes	477,500	6	April & Oct.	The state of	1893		1st Mort. S.F. guar. for \$4,000,000 St. Paul and Pacific 1st Division:			1000	P. C. Parisiphia	
ladelphia and Trenton:	2,255,000		1 1000000000000000000000000000000000000	Philadelphia.	1893	102	11 Tat Mortgage (10 miles)	1 120.000	1 7	March & Sep Jan. & July	7. 46	18
at Mort. (Camden & Amboy) .	200,000	6	May & Nov.	Philadelphia.	1868	100	1st Mort. (70 m.) & 2d M. (10 m.) 2d Mortgage and Land Grant General Mort., stg. for \$780,000 General Mort., dol. for \$2,020,000	1,200,000	7	June & De	C. 66 66	18
iladelphia, Wilmington & Bait.: Lortgage Loan, convertible	385,000		Jan. & July.	Philadelphia	1884	93	General Mort., stg. for \$780,000		7	Jan. & Jul	New York.	
Sonds of 1866	1,000,000 945,000		April & Oct.	4	771-776	90	St. Paul and Sloux City:	A CONTRACTOR OF		Jan. & July	an an eliminate	1
Haburg, Cincinnati & St. Louis:	E IESE	155	Pak 6	mgag/to!	1887		1st Mortgage for \$16,000 p. m Salem:	- lone in	20.5		PERSONAL PROPERTY.	
taburg and Connellsville:	4,008,000	100	Feb. & Aug	THE PERSON WHEN	1900	27	1st Mortgage	100,000	7	Jan. & July	Philadelphia	34 6
at Mort. (Turtle Creek Div.)	400,000	6 7	Feb. & Aug. Jan. & July.	New York.			1st Mortgage	226,900	6	Feb. & Au	Boston.	18
rt Huron and Lake Michigan:		1	1	MINITON STATES TO THE	1896	89	Sandusky, Mansfield and Newark	1,290,000	7	Jan. & July	New York.	18
tedam and Watert. (R.W. & O.)	1,800,000	7*	May & Nov.	N. Y. & Lond	1809	95	1st Mortgage	860,000	7	44 44	o Lates Section	18
ut Mortgage, guaranteed	511 800	100	Toma & The	New York.	100		Schuylkill and Susquehanna:	-	12	Jan. & Jul	TOTAL Saleshile	118

## AMERICAN RAILROAD JOURNAL

#### AMERICAN RAILROAD BOND LIST.

Price

DINGS TO BE THE REAL PROPERTY.	STATE OF THE PARTY.	1 41	Interes	t Payable.	1 1	61	ESTABLISHED BEING STREET	2012	21	Interest	Payable.		F
Description of Bonds.	Amount.	Rate	When.	Where.	Due.	Price	Description of Bonds.	Amount.	Rate.	When.	Where	Dae	1
oard and Rosnoke:	2: a & L		13000		2 2		Vicksburg and Meridian:	UM GEST				64	ľ
Mortonge	\$210,000	7	- & -	New York.	1880		Consolidated Mort.—1st class	\$722,500 850,000		Apr. &Oct	Philadelphia.	1800 1800	ŀ
Mortgagea and Meridian:	71,000	7	Co.		1870		u 2d class	154,000		or }	4	1890	1:
Mortgage	19,010	3	- 4 -				" 4th class		7	Jan.&Jul.	4	1800	1
Mortgage	665,000	0	_ & _	- & -		****	Virginia and Tennessee:	494,000	0	June & Duc.	New York	1872	1
Mortgage	2 2 350	1			0 15	£3.60	2d Mortgage	28,500	6	. 4 4	66 6633	1868	1
Mort. (Ala. and Tenn. River)	838,000		Jan. & Jul	y. New York.	1872		2d Mortgage 3d Mortgage (Enlarged) Income Bonds	990,000		4 4	2 4	1884	4
Mort. (Ala. and Tenn. River m. Mort. (S.R.&D.) free of tax	241,100 5,000,000	0 7	April & Oc	1 4 4	1864	****	Funding Bonds (\$1,000,000)	138,500		4 4	4 . 4	1865	1
nokin Valley and Pottsville:	to the second	100	ELL SAL		100 M	6.3	Warren:	1 5 5 5 5 5	18	S. P. S.	1111	0	4
Mortgage boygan and Fond Lac:	700,000	0 7	Feb. & Au	g. Philadelphia.	1872	72	1st Mortgage, guaranteed Warwick Valley:	511,400	7	Feb. & Aug	New York.	1875	4
Mortgage.	264,00	0 7	Feb. & Au	g. New York.	1884		1st Mortgage	85,000	7	April & Oct	New York.	1880	ä
City and Pacific:	1.1.1.2	1.5	TO DE STATE		18.1.3	12.11	Western Alabama:	4 St. St. A. E.	113		H. H.	Silve !	
Mortgage	1,628,32		April & O		1898		1st Mortgage, guar	500,000	7	April & Oct	New York.	1888	
Mortgage	1,628,32	0 6	Jan. & Ju		1898	****	West Wisconsin: 1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July	London.	1864	
Mortgage	300,00		June & De	c. Augusta.	1874		West Chester and Philadelphia:	10000	133	100 March 1997	A	.0	
Mortgage	250,00	0 6		1 B B B 1 1 1 1	1876		1st Mortgage, convertible 2d Mortgage, registered	400,000 562,000			Philadelphia.	1873 1878	
e Line (N. H. & N. L.:) Mortgage, reconstruction	55,00	0 7	March & Se	t. New Haven	1880		West Jersey:	002,000	10	100000000000000000000000000000000000000	The state of the s	900	
h Carolina:		000	C I I I I L	1 4 1 1 1 1	1 1 1 1	100	West Jersey: Loan of 1883 for \$400,000	400,000			Philadelphia.	1863	
rling Bonds £452,9124	2,612,94		Jan. & Ju		771-186		Loan of 1896 for \$1,000,000	. 983,50	6	Jan. & July	100 100 100	1896	
ming Bonds £59,031	. 262,36 418,01			Charleston.	771-781		Western (Boston and Albany).  Sterling Loans, £899,900	2,051,52	0 5	April & Oct	London.	169.7	ń
mestic Bonds	. 563,50	0 7.	April & O	ct	'69-'72	2	Dollar Bonds	798,00		4 4	Boston.	1875	l
mestic Bonds		0 7		у. "	'88-'91		Western Maryland:	11000	0 0	Ton A Ton	Relation	1600	
h and North Alabama: Mort. (\$16,000 p.m.) endorse	d	. 8	- A	New York.	1889	1	1st Mortgage, endorsed by Bal- 2d Mort. for \$300,000, end. by I	600,00 300,00			. Baltimore.	1890	
h Shore:		1 33		The second second	120	****	2d M. for \$300,000, end. by W.Co	300,00			a di	1800	
Mortgage h Side, Va.:	. 150,00	0 6	April & O	ct. Boston.	1880	90	Western Pennsylvania:		3	1 1	Dist. del	10	
h Side, Va.:	800,00	0 6	Jan. & Ju	ly. New York.	1887	1	1st Mortgage, guaranteed Western Union	. 1,800,00	0 6	April & Oc	. Philadelphia	10-	
mort, guar, by Petersburg			- 44	Petersburg	70-7	5 62	1st Mortgage for \$5,000,000	. 4,000,00	0 7	Feb. & Au	New York.	1896	
Mort., guar. by Petersburg Mort. (for City Point R. R.)	175,00	00 6	4 .	- 44	1'65-'6	8	Whitehall and Plattsburg:	C . 1 . O. 13		4-11/2012	6175	1.0	
Mortgage	. 317,00	00 6	4 4	The second of th	170-17	2	1st Mortgage	250,00	0 7	Jan. & July	. New York.	1873	ı
h Side T. T.		. 0		New York.	184-19	0	Wicomico and Pocomoke:	150,00	0 6	Jan. & July	Philadelphia	1888	
Mortgage	. 750,00	00 7	March & Se	pt. New York.	1887		1st Mortgage			The same and		205	l
h Western:	1			4111	1mr 10		N. Car. State Loan	2,320,00	0 6	Jan. & July	New York,	1902	å
Mortgageh West Pacific:	. 699,50	8 00	various.	Macon.	175-18	0	1st Mortgage guar. by State Wilmington and Manchester:		. 0	Carrie Co	45127	1897	
Mort. guar. by Atl. & Pacif	2,000,00	00 6	Jan. & Ju	ly. New York	1871		1st Mortgage 1st nyef	725.00		June & De	New York.	1886	į
hern Minnesota:		1	12.0	CONTRACTOR DOLLAR	1.1		2d Mortgage, 2d pref	146,00		6 66	H 46	1886	į
Mort. (10-20 yrs) \$20,000 p.r	0	8	Jan. & Ju	ly. New York	1888		lst Mortgage, 3d pref	028,00			The state of the s	1886	i
ngfield and Columbus: Mortgage	150,00	00 7	Jan. & Ju	ly. New York	1871		2d Mortgage	. 00,00	"	may a 140	· 经15000	1010	j
en Island:	1 1 1 1		HE I I	11 25 5 1 1 1	11.5	1	1st Mortgage, Sterling	576,88	8 6	Jan. & Jul	London.	1881	į
Mortgage	200,0	00 7	Jan. & Ju	ly. New York	1886		2d Morigage, Sterling	197,7		May & No	v. New York.	1886	į
ling Mountain:	. 850,0	00 7		- New York	1874	1	Vork and Comberland (N. Cent.	508,00		Jan. & Jui	y. New York.	1000	1
lvan:				Now Zora	- 0.1	-	1st Mortgage	175,00		May & No	v. Baltimore.		
t Mortgage	. 500,0				1875		2d Mortgage	25,00	10		y. "	1871	
Mortgage cuse, Binghamton and N. Y	250,0	00 0	Feb. & A	ug. "	1880		3d Mortgage	500,00	00 6		34 0 33	1877	l
t Mortgage	1,720.0	00 7	April & (	ct. New York	. 1876	1	Chesapeake and Delaware:			-109211	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	100	
amit Branch:	2 72 20	1	THE RESERVE	A MELLERY NO	In Property	-	1st Mortgage	2,254,0	00	Jan. & Jul	y. Philadelphia	. 1882	į
t Mortgage	528,0	00 6	- & -	- Philadelphi	a. 18—		Chesapeake and Ohio:	9,000,00	20	J. A. J. &	D. Baltimore.	1870	į
t Mortgage	200,0	00 6	6 - A -	New York	. 18-		State (Md.) Loan	2,000,00 4,375,00		1 . A. J. a.	London.	1890	
28:	C S. P.	-		2104 1018	1	18	Preferred Bonds	1,699,5		Jan. & Jul		1885	
Mortgagedo, Peoria and Warsaw:	250,5	00 7	May & N	ov. Philadelphi	a. 1872	91		000.0	~	T 4 T-1	v. Philadelphia	1 000	į
t Mortgage (E. Div.)	1,600.0	00	June & I	ec. New York	1894	82	1st Mortgage Delaware and Hudson:	800,0	00	Jan. & Jul	y. Philadelphii	r 1919	i
t Mortgage (W. Div.)						79	1st Mortgage	531,0	00	March & Sej	L New York	1870	j
Mortgage (W. Div.)	1,300,0	000	7 April &	oct " "	1886			1,500,0	00	7 May & No	v. "	1877	į
do, Wabash and Western:	E 100 A	11:	0.20	Selfered man	1890	88	Delaware and Raritan (See Ca Erie of Pennsylvania:	m den an		A mboy R. R.)		3 100	
t Mort. (Tol. & Ill., 75 m.) t M.(L.Erie, W.& St.L. 167 n		000		ug. New York	1890	00	lst Mortgage	673,7	98	7 Jan. & Ju	y. Philadelphi	1860	j
Mort. (Tol. & Wabash 75 n	1,000,0	000	7 May & N	OV. H. H	1878	81	Interest Bonds	161,9		7 4	44	18-	
Mort. (Wab. & West. 167 r quipm't Bonds (T. & W. 75r	a.) 1,500,0 600,0		7 4	66 66 45 66 66	1871 1883	178	Illinois and Michigan:	on 767,2	20	April & O	t. London.	1870	į
onsol. M. (T., W. & W. 499 r	2,332,0		7 F. M. A. &		1907	8	Ill. State bonds, sterling, reg	500.9	67	6 April & C	4	1870	
y and Boston:	0.30	0.0	0151656	<b>美国际最级企业</b>	0 100	1	Ill. State bonds, stg. coup. & re	eg. 32,7	00	6ª a	New York	1870	ĺ
Mortgage	300,0	000	7 Jan. & J	uly. New York	1887		1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	eg. 35,4	00	6 Jan. & Ju	y. " "	1870	į
Mortgage	650,0	000	7 April & 1	ov. a a	1885 1875			384,1	62	6 J. A. J. &	O. Philadelphi	187	į
Mortgage	325,0	000	7 March & S		1882		2d Loan	5,606,1	22	6 " "		188	3
y Union: t Mortgage, guaranteed	1	3	Control of	91000 00	1 12	10	3d Loan	2,000,0	100	6 " "		189	
Mortgage, guaranteed	360,0		6 Jan. & J	uly. New York	t. 1873 1878			1,201,8	150	6* June & D	46	189	
Mortgage, guaranteed on Pacific:			2 1 4 10 A	017 CO- 170	4 2.5	14	Monongahela Navigation:	199	7	and with a	1 2 2	2 30	ó
Mortgage, free	27,111,0	000	6* Jan. & J	aly. New York	E. 195-1	99 8	1st Mortgage	125,0		6 Jan. & Ju	y. Pittsburg.		
Mortgage (Gov. subsidy) on Pacific—Central Branch	: 21,111,0	000	6 "		195-1	99	Morris (and Banking):	57,0	100	6 "	3 1 21	18-	I
II M OFTOROR	1 6000	000	6* May & 1	Nov. New York	k. 1895		1st Mortgage	465,	500	6 April & O	ct. Jersey City	1870	
d Mortgage (Gov. subsidy) ion Pacific—Kastern Divisio	1,600,	000	6 Jan. & J	uly. " "	1895		2d Mortgage	302,	750	6 4 4	THE REAL PROPERTY.	1870	
on Pacific—Eastern Divisions Mortgage on 140 miles	0 240	000	62 Pak	no Non Wall	1200		Boat Loan	232,0	167	0	S. Carrie	1884	ĺ
st Mortgage on 254 miles	2,240,	000	6* Feb. & June &	Dec. New York	z. 1895 1896		North Branch:	590,0	000	6 May & N	v. Philadelphi	a. 1870	į
d Mortgage (Gov. subsidy)	6,303,	000	6 Llan, & d	ane. "	195-1	97		2007		The second second second	The second second	8 02	9
and Grant Meanworth Br.).	600,	000	7 May & 1 7 March & 8	Vov. a a	1896		1st Mortgage	1,764,	550	6" March & Se	pt. Philadelphi	a. 187	
ncome bonds \$10,000 p. m.	361,		7 March & 8	ept. " "	1916	76	2d Mortgage Improvement Loan	3,980,0		6 Jan. & Ju 6 May & N	v. a	188	
ns mortgage on 140 milesst Mortgage on 254 milesd Mortgage (Gov, subsidy)st Mort. (Leavenworth Br.). And Grant Mort. for \$500,00 income bonds \$10,000 p. m	4,275,	200	7 June 1,	3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1910		Susquehanna and Tide Water:	1,001,		a Line, ta	ME JAN		
at Mortgage	3,000,		7 June &				Md. State Loan, sterling	1,000,		6 Jan. & Ju	ly. London.	188	
Louin Loan (W. C	1,500,	000	7 .4	" Boston.	1891	8	7 Coupon Bonds	1,250,0	000	6 "	Baltimore		
d Mortgage. Equip. Loan (Vt.C. & Vt.& ( rmont and Massachusetts:	a.) 1,000,	000	8 May &	NOV.	176	77 9	Preferred Interest Bonds	825,	UUU		5 TO 1 S TO 1 S	189	f
st Mortgage	550	,000	6 Jan. & 3	uly. Boston.	1883	. 0	Union (Pa.):	3,000,0	000	6 May & N	v. Philadelphi	188	Á
st Mortgage.	10 10 10	200	Section Section in the	236600000	1500	1	Ust Mortgage		239			D	
lst Mortgage.		,000	7 April &				lst Mortgage, sinking fund	760,	000	6 Jan. & Ju	ly. Philadelphi	187	ı
tote meoriagness.	114	UUU,	6 4 4	" Boston:	1800		W yoming Valley:	600,		THE RESERVE OF THE PARTY OF THE	DATE OF THE PARTY OF	The second	

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ate-aid	100	Accounts and Cash.	-	117,062   22,080   117,062   22,080   117,062   22,080   117,080   22,080   117,080   22,080   117,080   22,080   21,261   116,380   21,261   116,380   21,261   116,380   21,261   116,380   21,261   21
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Abstract of	sects.	Assets.	208,792	598,690		Will for m	3,274,000 677,235 8,601,740		0 0		167,526	175,540		186,075		364,219	(Under	1,334,480				13,570,697	221,600
***	and A	Rolling Stock.		* *			-	362,249		* *	225,650	\$1,814		191,366	•	849,398		100,000					
	Property	Bailroad.	8,719,813	856,301 501,122 448,700	267,398	474,400	1,990,705 832,602 100,000 550,000	294,908	1,000,000	,800,000	7,500,000	3,049,268	2,059,050	408,267	1,025,016 ,850,000	3,049,067 3,627,526 840,304	200,000	320,000 2,791,302 3,411,758 3,061,431	233,000 950,000 1,522,200	8.820.736i-	10,506,309 2,488,000 6,888,184	4,500,667	8,451,000
A STATE OF S	South Meanth of the State of th	Companies	pulhecat Pacific V	25 Spartanburg and Union T. South Carolina 6 Staten Laland	tony Brook	vacues, Binghamton and N. York, N.Y.	sunnessee and radianapolis Inchnessee. erre Hante and Indianapolis Indiana loga bledo, Peorfa and Warsaw Illinois. g ledd, Wabsah and Western. O. I. & Illinois.	roy and Boston	yrone and ClearfieldNebraska, &c., 90 mion Pacific (Central Branch)Kansas.	782 Union Pacific (Bastern Division), Kansas 57 Utica and Black River	ermont and Canada	icksburg and ileridian	Varien New Jersey.  Arreit New York.	Washington, Alex. & Georgel, D. C. & Va. Washington County	Vestern (Coal) f	Vestern Pennsylvania Pennsylvania Vestern Union Wisconsin and Illinois. est Jersey.	Vest Wisconsin	Vicomico and PokomokeMaryland. Vilmington, Charlotte & Rutherford N.C. Yilm, and Mandester. N. Car. & B. Car. Vilmington and Weldon T. N. Carolina	Witchester and Alabama 1. Temessee  Woo cester and Nashua. N. Hampshire.	Wrightentie, rock and recognolog. Foun CANALS, &c C.	Chesapeake and Ohio CanalMd. & Va. 11 Delaware Division Canal Pennsylvania. Delaware & Hudson Canal Penn. & N.Y.	Delaware and Raritan Canal, New Jersey.  - Eric Canal  - Lehigh Navigation Pennsylvania.	Pennsylvania CanalPennsylvania. Pennsylvania CanalPennsylvania. Bennsylvania.
tock.	į į	Freight.	.00		1	:"	ભ		ला	STATE OF		77		140		40	**	-	10:01				111
Rolling Stock	Carra.	Pass.  Engines.	8	The I		12 14 8	1	13 13 13	Discount of the	8 - 4 2 - 3 5 - 3	05 42 16 13 12 7	19 10 5 26 13 11		10 17 4	Carlo Contract	27 16 12 17 42		4 4 1 1 2 4 1 1 2 1 2 2 2 1 2 2 2 1 2 2 2 1 2 2 2 1 2 2 2 1 2 2 2 1 2 2 2 2 1 2	1 :2				
81 85.	Ra	ilroad in rogress.  Track and Bidings.	M. M. 286.0		1.0	8.0		1.4 16.0	8.6	2.0 27.2 5.0 39.0	6.6			4.6	3.0.2	in	03.0 63.0 65.0					KNI	
Railroad.	Bn	anch Line.	.00 JK.		18.9	Ш	3.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	6.11	0000	80.0 33.0 3.0	-	8.6	Page 1	080	8.0 15.0 13.0		8.00	28.0 142.0 171.0 19.0 19.0		1 8	84.5	43.0 22.5 138.0 25.0 48.0	178.0 5.0
(Challe St. 13)		ing Line.	M. 1868 91 11y 31, 1868 107	96. 31, 1868 98 196. 30, 1868 13 196. 30, 1868 13 196. 30, 1868 13	Nov. 30, 1868, 15 Oct. 31, 1868	pt. 30, 1868 8	0v. 30, 1868 7 rt. 31, 1868 3 rc. 31, 1868 28 c. 31, 1868 48	Pt. 30, 1869 74, 30, 1869 74, 30, 1868	ec. 31, 1868 900 ec. 31, 1868 900 ec. 31, 1868 100	ec. 31, 1868 406 pt. 30, 1868 69 pt. 30, 1868 43 pt. 30, 1868 43 pt. 30, 1868 43	1868	pt. 20, 1868 146 pt. 30, 1867 188	0000	Dec. 31, 1868 22 Oct. 31, 1868 26 Sept. 30, 1868 135	31, 1868 11, 1868 11, 1868	31, 1868 31, 1868 31, 1868	bc. 31, 1868 32 bc. 31, 1868 28 bc. 31, 1868 20	c. 31, 1868 (g. 31, 1868) pt. 30, 1868	Nev 30, 1867 Dec. 81, 1868 Nov 30, 1868	1868	1, 1868 11, 1868	1868 1868	1, 1868

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#### AMERICAN RAILROAD JOURNAL.

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197.0	S/Ta	r.H	C	ITY PASSENG	ER	RAI	LRO	AD	SH	AR	E	A	N	D	BOND LISTS.
00		16.	100	HORSE PASSENGER	RAIL	ROAD 8	HARE	LIST.	a hous	Follows	FOJ TO	g 68	178	1	PASSENGER RAILROAD BONDS.
[Years	Length equiv. single track	es a . c	irs.	Companies.	st of Road and Equipment.	Capital.	iIndebte	dness.	Earni	ngs.	s on paid ital.		alue		Companies. The state of the sta
ending.	Leng equiv. sir	Horses a Dummi	Ö.	and the second second as a	Cost of Equip	Share Ca	Bonded Debt.	Floating Debt.	Gross.	Net.	Dividends Capit	Par.	Paid.	Market.	Albany: 4,000 7 J.& J. 18—  Bleecker St. & Fulton Ferry: 694,000 7 J.& J. 1872
Sept. 3u, 168	-		-	Albany		98,900 150,000		\$ 5,000	\$ 57,580	Loss.	p. c.	\$ 100 100	\$ 100 100	\$	Broadway and 7th Avenue:
)ct. 31, '68 )ec. 31, '63 lept. 30, '68	31.00 22.00	480	86	Allentown	72,674	900,000		12,191 40,713	6,771 302,566	3,093 51,76	-	100 100 100	100 100 100	194	1st Mortgage
iov. 30, 68 ept. 30, 68 ept. 30, 68	3.53 10.76	1	40	Bleeck. st. & F.F. (N.Y.C.)N.Y. Boston and Chelses Mass. Broadway (Brooklyn) N.Y. Browklyn, Bath & Coney I.N.Y. Brooklyn, Bath & Coney I.N.Y.	110,000 277,169 522,895	110,000 200,000 2,100,000	35,000	20,097	8,800 115,172 664,652	1,19	6,8 2 8.0	100 100 100 100	100 100 100		Brooklyn City: 1st Mortgage
ept. 30, 68 ept. 30, 68 ept. 30, 68	74.00	10 1420	30 291 43	Brooklyn, Bath & Coney I.N.Y. Brooklyn City N.Y. Brooklyn City & Newtown N.Y.	156,836 1,164,204 569,620	99,850	80,000	-		Loss, 283,93	12.0	100 100 100	100 100 100	****	Drouklyn, Frost, F. & Fisto.:
ept. 30, 68 ept. 30, 68 ept. 30, 68	6.50 4.28	40	30	B'klyn, Prosp. P. & Flatb., N. Y. B'klyn & Rockaway Beach, N. Y.	214,489	254,600 144,600	800,000	1,487	20,621	9,02	1	100 100 100 50	100 100 100 50		1st Mortgage S00,000 7 M&N 1878 Stocklyn & Rockaway B'ch: 1st Mortgage 45,000 7 J.& J. 18 Suffalo street:
ept. 30, '68 ov. 30, '68 ept. 30, '68	28.52		30	Buffalo street	264,982 731,671 29,758	262,200	2,000	5,040	20,508	89,05	8 9.0	100 100	100	981	1st Mortgage
pt. 30, 68 ec. 31, 68 ct. 31, 68	36.00 9.20	COLD	2000	Cen. P., N.& E.R. (N.Y.C.)N.Y. Cincinnati street		1,065,20	626,000		512,962	18,81	2	100 100 100 50	100 100 100 191	****	1st Mortgage sinking fund 150,000 6 J. & J. 1883 922 Central Park, N. & E. River: 1st Mortgage. 625,000 7 J. & J. 1874 Clitzens' (Pittsburg):
t. 31, '68 c. 31, '68 pt. 30,'68	9.00	146	30	City Pagenger (Cin )	234,044	176,00	56,300	7,700	139,864 121,637	31,70	8 24.5	50 100 100	100 100		Coney Island and Brooklyn: 50,300 7 J. & J. 1870
pt. 30, 68 pt. 30, 68 ct. 31, 68	22.89 3.50	792	116	Coney Island (Brooklyn) . N.Y Dry Dock, E.B.&B.(N.Y.C)N.Y Dunkirk and Fredonia N.Y. Easton and S. Easton Pa	772,300 42,600 24,278	1,200,00 34,81	700,000	2,448	669,174 8,721 10,444	135,90 8,44	3	100	100		D. Dock, E Bdw. & Battery: 1st Mortgage
ept. 30, '68 lec. 31, '68 ept. 30, '68	18.00	872	160	Eighth Avenue (N.Y.City) N.Y Fairhaven and WestvilleConn Fifth Ward (Syracuse)N.Y 42d st. & Gr'd st. F.(N.Y.C.) N.Y	1.455,161	1 1,000,00	203,000		804,791 6,761	190,39	1 12.0	100 100 100	100 100 100		1st Mortgage
ept. 30, '68 et. 31, '68 ept. 30, '68	15.38 16.37	387	50 40 5	42d st. & Gr'd st. F.(N.Y.C.)N.Y Frankford & Southwark(Ph.)Pa Genesee & Water st. (Syr.).N.Y	1,041,204 762,497 54,200	4 748,00 1 491,75	260,000	)	341,781 299,228 8,653	85,66	4 10.0 3 5.0	100	100		Real Estate       100,000       7       var.       var.         Frankford and Southwark:       200,000       7       J.d. J. 1800
ct. 31, '68	34.25	356	81	Germantown (Phila.)Pa	562,270	112,24 2 170,00	350,000		322,439 117,349 72,870	85,64 2 25,11 5,32	4 37.4 9 8.5			28	Green and Coates (Phila):
et. 31, '68 ept. 30, '68 ept. 30, '68	5.09	224	42	Gr'd st. & Newtown (Bk'n)N. Y Green and Coates st. (Phila.).Pa Greenpoint & Wmbg. (Bkn)N. Y Harlm.Br.,Morr. & F'dham. N. Y Harrisburg City	236,22	0 150,00	0 100,000		187,108	22,88	7.5	100	15	38	1st Mortgage
let. 31, '68 Dec. 31, '68 Det. 31, '68	9.00	18	6 78	Harrisburg CityPa Hartford & Wethersfield .Conn Hest., Mant. & F'mount (Ph.)Pa	60,12 180,00 472,68	0 41,99 0 180,00	9,350	2,063	9,272	Loss		25 100 50	24	12	1st Mortgage
Dec. 31, 168 Dec. 31, 168 ept. 30,168				Hoboken and Hudson City. N.J.								100			1st Mortgage 165,700 7 J.& J. 1874 Hudson Av. (Brooklyn): 1st Mortgage 74,000 7 M&N 1878
ec. 31, '68 pt 30, '68 x. 31, '68	3.56	28 113	21	Hudson Av. (Brooklyn)N.Y Jersey City & Bergen Point, N.J Kingston and RondoutN.Y Lombard and South st. (Ph.).Pa	165,62	9 75,00 7 90,00	62,50	10,560	20,97 70,35	3 9,70	02	100	100		Lombard and South st.(Ph.): 1st Mortgage
ov. 30,168 ov. 30,168 ov. 30,168	4.03 12.50 3.60	201	32	Lowell HorseMass Lynn and BostonMass Malden and Melrose (Btn). Mass	207,58	7 200,00	0 50,00 - 52,60			8 Loss		100		111	1st Mortgage sinking fund Maiden and Melrose: 1st Mortgage, guaranteed. 52,600 6 A.&O 1880 Metropolitan (Brooklyn):
ov. 30,168 ov. 30,168 ov. 30,168	3.08 5.11	3		Marginal Freight (Boston). Mass Medford & Charlest. (Btn). Mass Merrimac Valley	177,62 27,50	0   21,00 1   50,00	0 6,50	- 12,810		2,2	49	- 100 - 100 - 100	100		1st Mortgage
pt, 30, 68 ov. 30, 68 ov. 30, 68	6.00 42.86 7.42	3 791 2 254				9 1,250,00	0 91,90	2 38,91°	765,98	1 135,2 0 16,6	84 10.0 59	- 100	100	67	
pt. 30,'66 ov. 30,'66 ov. 30,'66	3.38 2.16	0 180 0 1' 6 1'	52	Middlesex (Boston) Mass Ninth Avenue (N. Y. City)N. Y Northampton & Wmburg, Mass North Woburn (Boston) Mass Oakland & E. Liberty (Pbg.). Pe	468,32 300,00 27,65	0 300,00 7 20,95	0 8,00	0 4,42		4 5	95 62 08	- 100 - 100 - 100	100		1st Mort. Broad street 100,000 6 J.& J. 1881 1st Mort. O. & N. R. R 100,000 6 J.& J. 1880
ec. 31, '64 ec. 31, '64 ec. 31, '64	7.28 17.8 3.81	1 16	/ 1 2N	Oakland & E. Liberty (Pbg.). Pa Orange and Newark N.d Passenger (Oin.) O Peoples' street (Scranton) Pa	082.43	8 289,58 0 100,00	0 380,00		147,32	7 24,4	4	- 50 - 50 - 100	50		2d Mort. O. & N. R. R
et. 31, '61 et. 31, '61 et. 31, '61	9.1	7 27	1 48	Peoples' street (Scranton) Pa Philadelphia City (C. & W.).Pa Philadelphia and Darby Pa	446.26	5 225,00	200,00		16,00 5 250,55 - 40,37	7 45.2	70 20.		15	45	1st Mortgage 89,000 7 J. J. 1875

Sept. 30, 68 10.00 1:	22 23 H	larim. Br., Morr. & F'dham. N.	Y. 239,063	113,230	130,000	2,500	63,945	Loss, -	100	700	13.1.01	1st Mortgage 30,000 7 J.& J. 1	Chica Classifica
	18 6 I	Harrisburg City	a 60,120		9,350	2,063	9,272	Loss	100			Harl. Br., Morris'a & Fordh.:	Charles I have
		Hartford & Wethersfield . Con			9,300	2,000	9,212	TOBS.	- 25				OWN INC.
		Hest., Mant. & F'mount (Ph.) I	470 697		105 700	3,292	000 000	40 491	100		12	1st Mortgage	011
				200,280	165,700	3,202	262,829	40,431	- 50	50	12	1st Mortongo 185 700 FT & T	OM4
Dec. 31, 168		Hoboken and Hudson City. N.				*****	******	*****				1st Mortgage 165,700 7 J.& J. Hudson Av. (Brooklyn):	014
c. 31, '68		Hoboken and Weehawken . N		700 800	*******	0.000	******	*****		1000			OND LANG
ept. 30, 68 2.50 · -		Hudson Av. (Brooklyn)N.		106,700	74,000	9,272		-	- 100	100		Lombard and South st.(Ph.): 74,000 7 M&N	1919
ec. 31, '68 10.47 ···		lersey City & Bergen Point. N		WE 000	*******		00.004	0.770	***				000
		Kingston and Rondout N.			-	-	20,971	2,170	34 100			1st Mortgage 62,500 7 J.& J.	1878 70
		Lombard and South st. (Ph.). I			62.500	10,560	70,353	9,702 -	25			Lynn and Boston:	min blanch
		Lowell HorseMa				2,080	29,240	3,411 -	- 100	100		1st Mortgage sinking fund 50,000 6 J.& J. Malden and Melrose:	1872
		Lynn and Boston Ma			50,000	48,048	153,658	Loss	100	100		Malden and Melrose:	State Line
ov. 30,'68 3.60 -		Malden and Melrose (Btn). Ma			52,600	-	24,472	-	-		-	1st Mortgage, guaranteed. 52,600 6 A.&O	1880
ov. 30,'68 1.00 -		Marginal Freight (Boston). Ma		177,700	-	-	-		- 100	100	301	Metropolitan (Brooklyn):	E-729 (1518)
ov. 30, 68 3.08 -		Medford & Charlest. (Btn). Ma		21,000	6,500	Toleron .		2,240 -	- 100			1st Mortgage 191,900 7 J.& J.	1878
ov. 30,'68 5.11	37 6 1	Merrimac Valley Ma	88, 50,241	50,000		12,810	18,014	2,249 -	100			Middlesex (Boston	90% 0500
	58 13 1	Metropolitan (Brooklyn)N.	Y 361,500	194,000	191,900	7,000	34,108	6,299 -	100			1st Mortgage sinking fund 98,500 6 J.&D.	18- 85
ov. 30, 68 42.86 7		Metropolitan (Boston) Ma			-	177,164	765,981	135,284 1			67	Ninth Avenue (N. Y.):	093f #279nJ
		Middlesex (Boston)Ma		400,000	91,902		206,640		100		71	1st Mortgage 167,000 7 J. & J.	18
ept. 30,'68 12.20 1		Ninth Avenue (N. Y. City) N.			167,000		95,848	595 -	100		DIE!	Orange and Newark:	SOFT CHARLES
ov. 30, 68 3.39	17 4	Northampton & Wmburg . Ma	88 300,000		201,000		13,884	562 -	100			1st Mort. Broad street 100,000 6 J.& J.	1881
ov. 30, 68 2.16	6 9	North Woburn (Boston) Ms	88 27,657		8,000	4,429	4.174	808 -	100		1	1st Mort. O. & N. R. R 100,000 6 J.& J.	
ct. 31, '68 7.25	73 13	Oakland & E. Liberty (Pbg.).	Pa 105,457			43,094	49,929					2d Mort. O. & N. R. R 100,000 6 J.& J.	
ct. 31, '68 7.25		Orange and NewarkN					147 297	94 470	50			Philadelphia City:	1000
					380,000	20,000	147,327	24,479	50			1st Mortgage goo oon ATAT	1000 000
ec. 31, '68 3.81 ···	00 000	Passenger (Cin.)	0 100,000				30,000		100			1st Mortgage 200,000 6 J.& J. Philadelphia and Darby:	191A 90
	30 8	Peoples' street (Scranton)	Pa 110,907			04 005	16,003		100			1st Mostrom	Wanter Co.
ct. 31, '68 7.07 2		Philadelphia City (O. & W.).				21,265	250,557					1st Mortgage 89,000 7 J.& J. Pittsb., Allegh'y & Manch.:	1870
	50 14	Philadelphia and Darby	Pa 250,419		89,000	-	40,374		4, 2				the Residence
	40 28	Philadelphia & Gray's Ferry.	Pa 293,548	285,307	5,500		87,643		7. 56	0 25	25	1st Mortgage 23,000 7 M&N	1878
	53 28	Pbg., Allegheny & Manchest. Pittsburg and Birmingham	Pa 143,123		23,000	16,950			7.8 54	0 31		Quincy:	10000 PS170
ct. 31, 168 5.20	80 12	Pittsburg and Birmingham	Pa 108,488		10,600	30,082	70,706		7.38 50	0 41		Plain bonds 66,424 6 var	Var.
ec. 31, '68 6.88	92 16	Portland	de 160,300			600	45,007	12,809	7. 100	0 100		Ridge Av. and Manayunk:	(555) 255)
ov. 30,'68 5.69	55 9	Quincy (Boston)Ms	188 77,640	71,600	66,434 63,300	57,592		-	100	0 100		1st Mortgage 48,300 7 J.& J.	18-
ct. 31, '68 8.00	48 12	Ridge Av. & Manayunk(Ph.)	Pa 179,635	120,500	63,300	-	36,111	Loss.	50			1st Mortgage 15,000 6 J.& J.	18-
ept. 30,'68 10.50	96 22	Rochester and Brighton N.	Y 74,000		15,000		31,490	11,290	10			Salem and Danvers:	F21, 68125
ov. 30,'68 7.87	47 15	Salem and DanversMs	182,845			11,561	32,912	Loss.	- 10			1st Mortgage 32,100 6 J.& J.	18-
ct, 31, '68 3.96 -		Schuylkill River (Phila.)			-	Constitution	all and a second	-	- 50			Second Avenue (N. Y.):	11010-01905
pt. 30, 68 16.00	97 91	Second Avenue (N.Y. City) N.	Y' 1.452.303	800,000		170,962	512,666	71,706	100			1st Mortgage	1877
ct. 81, '68 38.00 4	185 76	2d and 3d street (Phila.)	Pa 628,843		109,300			177,857	111 5			Second and Third st. (Ph.):	100
ct. 81, '68 5.62	110 17	17th and 19th street (Phila.)	Pa 116,918			37,408	70 754	11,569	50			lat Mortgage	1989
	357 74	Sixth Avenue (N.Y. City). N.	V' 1 786 077	750,000		01,400		140,808				2d Mortgage	
	101 74	Somerville (Boston)Ma	75 000			7 - 50	020,021					Sixth Avenue (N. Y.):	TO15
ov. 30,'68 3.61	age -	Somervine (Boston)	75,000	75,000	Page 15 77 16	10.045	209,164		6. 10				a com
	265 39	South BostonMs	401,030			12,047						Syracuse and Geddes: 256,000 7 J.&D.	1011
	13 4	Stoneham street (Boston) Ma	39,344			1,500	10,201	Loss.	100			The state of the second of the state of the second of the	Cathologica
OV. 30,'68 6.74 -	-	Sub-Urban (Boston) Ma	95,000				11.000	-	10			Third Avenue (N. Y.): 25,000 7 J.4 J.	18-
pt. 30, 68 2.07	20 6	Syracuse and Geddes N	Y 25,978			-	14,381	4,781	4 10	0 100			100
	10 3	Syracuse and Onondaga N	Y 31,000			-	7,884	2,199	5. 100	0 100		1st Mortgage1,000,000 7 J.4 J.	1875
ct. 31, 168 7.25	200 37	10th & 11th sts. Citizen's Ph.)	Pa 179,635		OF		227,369			0 19	1 90	Real estate	Var.
pt. 30.'68 18.00 14	122 187	Third Avenue (N. Y. City). N	Y 2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12 10			I I TOV BER LANDSCHIE I	SOURCE PROS
ct. 31, '68	- 20.	13th and 15th streets (Phila.).	Pa	0.60.0					d(3a a 68	1200	19	1st Mortgage 100,000 7 A.&O	1872
pt. 30,'68 8.47		Troy and AlbraN		44,790	D.	13,978	16,844	Loss.	100	0 100		Union (Boston);	STREET MAN
pt. 30, 68 12.30	49 21	Troy and LansingburgN	Y 363,96				154,582		10			Real estate mortgages 30,200 6 var.	VAP
ept. 30, 68 4.50	21	Troy and CohoesN	Y 70,000			02,000	Section 1		10			Utica, Clinton & Bingham,	Car 20 1373
ov. 80, 68		Union (Boston)			90 900	132,265	378,102	Loss.				1st Mortgage 200,000 7 J.& J.	1887
	85 90	Utica, Clinton & Bingham. N	V 905 906		200,000		80,268		100			Waterviiet:	1001
ept. 30, 68 15.50	00 20	Van Brunt st. (Brooklyn)N	Y 305,828	121,400	200,000	1,612			10			1st Mortgage 131,000 7 J.& J.	2000
ept. 30,'68 2.50	20 6	Van Brunt st. (Brooklyn)N	Y 87,000			1,012	17,925		4 10			West Hoboken: 131,000 7 J.& J.	10/2
ept. 30,'68 15.50	162 29	Watervilet (Albany)N	Y 297,14	240,000			117,593	31.390	4 10			Let Mortgage	D4112 170
ec. 31, '68 5.80		West Hoboken	100,000				001.0	-	100			1st Mortgage 61,000 7 M&N West Philadelphia;	1078
ct. 31, '68 13.50	380 70	West Philadelphia	Pa 571,05	375,000		15,000			10 50	0   50	61	Let Mostrage	The second
et. 31, '68 4.38		Wilkesbarre and Kingston		50,000	)	8,500			50			1st Mortgage 100,000 7 J.& J.	1869
et. 31, '68 4.38 et. 81, '67 1.02	10 4	Williamsport	Pa 20.86	7 15,60	5,000	1,127	8,565	1,319	2			Worcester:	
lov. 30,'68 2.76 -	-	Winnisimmet (Boston)M	62,15			Real Property	4,200		4 10			1at Mortgage 72,000 6 A.&O	1873
lov. 30,'67 4.06		Worcester			72,000	26,000			10			THE RESERVE OF THE PROPERTY OF	THE REAL PROPERTY IN CO.

REFERRED & GUARANT	mail I	A			IRON-Dury: Bars, 1 to 14 cents per lb.; Railroad, 70	New York Stock Exchange.  Actual Sale Prices for the week ending Dec. 1.
Marked with an asterick (*) are guard thus (†) have equal dividends with	anteed by	les ate	meer nek	and	Sheet, Band, Hoop and Scroll, 11 to 11 cents per lb.;	Th.25.F.26.Sat.27. M.29.Tu.50.W.1
and (1) have of our development with	- Land		-		Pig, \$9 per ton; Polished, 3 cents per lb. Pig, Scotch, No. 1per ton.34 50 @ 36 —	Central Pacine os 92 92 92 91 91 90
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4-5-6	Div	r'ds	e te	Pig, American, No. 1	Chicago & Alton148 150 149 1494 149
COMPANIES	Amount out-	to.	id	Market Price.	Pig, American, Forge	pref
	standing.	Ra	Paid.	7	Bar, Refined, English and American85 — @ — — Bar, Swedes, assorted sizes(gold).82 50 @ 85 —	S. F
RAILBOAD STOCKS:	E-9 - 955		100	12	_Grove Prices _	Chicago, Burl. & Q 152 152 153 152 151
tlantic & Gt. West'n (O. D.,) pref.	1,919,000 2,494,000	7	4	****	Bar, Swedes, ordinary sizes. Less 5 per ct. — — @140 — Bar, Refined	Chi. & Gt. Eastern 1st m
itimore and Ohio, pref	8,000,000	6	6	****	Bar. Common	Chic. & Northwestern . 74 747 75 72 74 74 72 74 74 74 74 74 74 74 74 74 74 74 74 74
osburg and Corning, guar	250,000	6	5	****		1st M 89
oston, Concord and Montreal, pref.	1,340,000		6	74	Ovals and Half-round.	S. F
amden and Atlantic, prof	000,000	7			Roda, \$@3-16 inch	Chic., Rock Isl. & Pac. 1031 1031 1045 1051 1051 105
anden and Atlantic, prof	2,200,000 589,110		9	88	Nail RodLess 5 per ct. per lb. — 84@ — 94	Chicago & R. L. 78, 1870
dar Rapids & Missouri, preferred	755,000	7	31	W		Chi., B. I. & Pa. 74, 1896 95 951 951 951
and guaranteedntral Ohio, preferred	400,000	7	7	29	Rails, English(gold)per ton. 56 50 @ 57 — Rails, American, at Works in Pennsc'y. 76 — @ 77 —	Clev. and Pittsburg 84 82 81 791 80 80
nemung, guar	380,000 2,017,815		8	83	Anvils, Eagleper lb 91@	3 M
nemung, guar neshire, preferred nicago and Alton, pref nicago, Iowa and Nebraska, guar.	2,425,400 2,600,000		10	145	STEEL-DUTY: Bars and Ingots, valued at 7 cents per	Clev. and Toledo 724 73
nicago and Northwestern, pref	18,159,097	7	108	87	cents per lb.; over 11 cents, 24 cents per lb., and 10 per	Col., Chi., & Ind. C24 24 22 214 214 2
sveland and Morthwestern, pref eveland and Mahoning, guar eveland and Toledo, guar	2,056,000 6,250,000	7	7 34		cent. ad val. (Store prices.) English Cost. (2d and let quality) per lb. — 18 @ — 22	1 M 76 754 754 75 75 7
checho, preferred	177,750	8			b, or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb., over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices).  English, Cast(2d and 1st quality).per lb.—18 @—22  English Spring (2d and 1st quality).——9 @—11½  English Blister (2d and 1st quality).——11½@—19	Cumberland Coal pref 26
onnecticut and Passumpsic Rivers, preferred	1,822,100		6	88	English Machinery 1126 — 19 English Machinery — 1226 — 15	Del. & Hudson Canal
mberiand Valley, lat pref 2d pref	241,900 242,000		8	1144	English German (2d and 1st quality) 14 @ - 16	Del., Lack. & Western. 109 109 108 107 105 10 1 M. 7s.
elaware, guaranteed	594,261	6	6	****	English Machinery 12½ 15 English Machinery 12½ 15 English German (2d and 1st quality) 14 @ 16 American Blister 18 Black Diamond 10 16 0 16 American, Cast, Tool, do. 19 @ 1	Erie Railway 29 28 28 27 27 27 27
troit & Milwaukee," preferred and	1,500,000	6			American, Cast, Tool, do	pref 46;
maranteedbuque and Sioux City,* preferred and guaranteed	1,988,170	7.1	7	971	American German do 10 @ - 13	1 M. 7a, 1897 2 M. 7a, 1879
buone Southwestern, pref	330,308	7	7		NAILS-Duty: Cut, 1½; Wrought, Horse Shoe, 2½. 5 cents per lb. (Cash.)	. 3 M. 78, 1883 84 85 85
stern (N. H.,)* guaranteed mira, Jefferson and Canandaigua,*	492,500	8	8		Cut, 4d.@10dper 100 lb. 4 75 @	4 M. 7s, 1880 5 M. 7s, 1888
rnaranteed	500,000 500,000		5		Clinch	Great Western 2d mort. 79
mira and Williamsport,* guar mira and Williamsport,* preferred				****	Copper 38 90 40	" pref 108 107 106 10
and guaranteedie, preferred	500,000 8,536,910		7	80 461	TIN-DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.	Hudson River161 156 157 155
annibal and St. Joseph, pref	5,253,836		7	104	Banca(gold).per lb. — 354@ — 38 Straits(gold). — 334@ — 334	1 M. 7e, 1869
	1,182,550 1,180,000		4	704	Straits(gold). — 334@ — 334 English(gold). — 314@ — 314	Illinois Central 137 132 1324 13
intingdon & Broad Top Mountain.	190,750	7	31	110	English (gold) - 314 - 314   -	Lake Shore & Mich.S'th. 58 877 881 88 863 8
preferred	1,500,000	7	7	****	I. C. Coke 6 75 @ 7 37 9 - @ 10 25	Div. bonds 83
ckawanna and Bloomsburg, pret.	300,000 500,000		8	****	Coke Terne	2d pref
eds and Farmington, guar	2,646,100		5	****	PETROLEUM-DUTY: Crude, 20 cents; Refined 40 cents	Michigan Central120 120 120 120 120 120 120 120 120 120
uisville, Cincinnati and Lexington			CA	****	per gallon.	conv. 8s, '69
preferred	848,315 6,586,135	9	9	204	Crude, 40 @ 47 gravity (in bulk). per gall. — 18 @ — 18\\\\\\_2\$ Crude, 40 @ 47 gravity (in shipping order) — 23\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	2 M 90
44 2d prei	1,000,000	6	9	8	Refined, in bond, prime L. S. to W. (110 @ 115 test) — 30 @ — — Refined, Standard White (in ship'g order). — 334@ — 334	Mariposa Mining Co 8
ichigan Southern, guaranteed	586,800	10	10		Refined, Standard White (in ship'g order). — 334@ — 334  Refined, prime White (in shipping order). — 33.@ — —	A. I. IUS Chillianna anna anna anna anna anna
Ill Creek and Mine Hill, guar Iwaukee and P. du Chien, 1st pref.	323,375 3,214,250	8	10	105	Refined, prime White (in shipping order). — 33 @ — — Refined, S. W. (in merchantable order) — @ — 31	Milw. and St. Paul 684 68 68 68 674 68 68 68 68 68 68 68 68 68 68 68 68 68
" 2d pret.	1,014,000	7	7		Naptha, Refined, (60 @ 63 gravity) — — @ — 101 Residuumper bbl. — — @ 6 —	1st mort 90 894
ine Hill and Schuylkill Haven,*	8,050,892		***	834	GLASS Duty: Cylinder or Window Polished Plate,	88 1014
guaranteed	3,775,000 282,250		8 12	****	not over 10 by 15 inches, 24 cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and	7 3-10s con 88 88 Missouri 6s 91 91 91 91 8
ew Haven and Northampton	1,344,000		2 8		not over 24 by 30 inches, 8 cents per sq. foot; above that,	H. & St. J. iss. 91 91 91 90
w York and Harlem, prefagara Br. and Canandaigua, guar.	1,500,000	6	6	150	and not exceeding 24 by 60 inches, 25 cents per sq. foot; all above that, 50 cents per sq. foot; on unpolished Cylinder,	1st mort 96 96
orth Rastern (S. C.,) preferred	155,000	8		103	Crown and Common Window, not exceeding 10 by 15 inches square, 14; over that, and not over 16 by 24, 2;	New York Central181 1781 1741 1731 1691
io and Mississippi, pref	3,500,000	7	7	1021	over that, and not over 26 by 30, 21; all over that, 3 cents	7s, S.F. 1876
nio and Mississippi, pref	630,000 248,000		8	****	per lb. American Window.	7a, conv. '76 88 89
oria and Bureau Valley,* guar	1,200,000 5,996,700		6		(Single Thick.) (Old List.)	N. Y. Cen. & Hud. Riv. 90 89 89 88 87
iladelphia and Reading, pref	1,551,800			****	Sizes. 1st. 2d. 3d. 4th. B. C. D.	N. York and Harlem 131 131 130 129 1
iladeiphia and Reading, pref iladelphia and Trenton, † guar usfield and North Adams, guar	1,099,120 450,000	6	6		6 by 8 to 7 by 9	pref
rti. & Kennebec (Yarmouth) guar.	202,400 1,500,000	6	6		11 by 14 to 12 by 18 9 75 9 00 8 00 7 00	N. Carolina 6s 44 41 42 41 414
rtland, Sago & Portsmouth, * guar.	350,000	7	7	****	14 by 16 to 16 by 24	special tax. 37 34 27 29 28
hmond, Frederickab. & Potomac,	142,900	7	7		20 by 30 to 24 by 30	Ohio and Miss 264 264 26 254 244
naranteedchester and Genesco Valley*	657,560		7	****	25 by 36 to 30 by 44	1st M
tland, preferredLouis, Alton and T. H., pref	2,040,000		777	50 58 34	30 by 46 to 32 by 4820 00 18 00 15 50 13 50 32 by 50 to 32 by 5622 00 20 00 17 00 14 50	Panama 2071 203
ndusky and Cincinnati, pref	445,596 576,050		5		Above25 00 25 00 20 00 16 00	Phila and Reading 99 971 988 988 Pitts., Ft. W. & Chi. gtd. 862 872 88 874 874
mokin Valley & Pottsville, guar.	869,450	8	5	****	(The above subject to a discount of 55@60 per cent.) French Window—1st, 2d, 3d and 4th qualities.	1 M 100 1
dousky and Cincinnatt, prefugitive for the control of the control	1,300,000		***	****	(Single Thick.) (New List, Aug 20th)	3 M
lado. Wanash and Western, Dret.	1,000,000 274,000	7	77	75	6 by 8 to 8 by 10 (4 glts.) per 50 feet 10 - 2 75	Quicksilver Mining Co. 141 141 141 14 131
rmont and Canada, guar	2,500,000	8	8 7	****	8 by 11 to 10 by 15(4 qlts.)	St. L., Alton & T. H 25
arren, guar	1,408,300 200,000		5	****	18 by 22 to 18 by 30(4 qlts.)	pref 91 91
ighter., York & Gettysburg, pref.	817,050		2		26 by 28 to 24 by 36(4 qlts.)	2 M. pref 80 79
DAWAL STOCKS:			-	19:11	20 Dy 34 to 20 Dy 40 (8 Olts.)	Tennessee 6a 59 58 56‡ 53‡ 53‡
plaware Division, gnar	1,633,850		10	60	28 by 38 to 28 by 44(8 qlts.)	new 52 51 50 50 50 Tol., Wab. & Western 59 55 55 55
huylkill Navigation, pref	2,888,997	6	6	34	30 by 50 to 32 by 52(3 qlts.)	pref
nion, preserved		6	***	****	23 by 40 to 30 by 48(3 qtta.)	1 M. ex
MISCRILLARBOUS STOCKS:		1	200	200	35 by 60 to 40 by 60(3 qlts.)36 — @28 —	Virginia 6s, ex-coupon. 50
					English sells at 40@50 per cent. off the above rates.	Virginia or, ex-coupou so

Actual Sale Prices for the week endi

Boston Stock Exchange.

g Dec. 1

Ogdens, & Lake Champ.

Ogdens, & Lake Champ.

1024

Old Colony & Newport. 96‡

Ph., Wil. & Baltimore.

Portl'd, Saco & Ports.

Union Pacific 6s.

" Land Grant 7s.

Vermont & Canada.

Vermont & Mass.

Cambridge 97‡

Broadway (Horse).

Cambridge 97†

Broadway (Horse).

Salaway (Horse).

Salawa

National
Minnesota
Pewabic 34 3 ...
Pittsburg

London Stock Exchange.

Atl. & Gt. West. N. Y. sec. 7 per ct.

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Nov. 5. N

50 - 60

50 — 60 50 — 60 25½ — 26½ 60 — 62 62 — 64 20½ — 21 63 — 68

60

Huron Isle Royale National

Quincy

				A	MR.
New York Sto	ok E	xeh	.000	The same	
Actual Sale Prices for		Contract of the		1200	ALC: NO
Th.25.			COLUMN TOWN		W.1
FEDERAL STOCKS :		iio o	- zaie		group
U. S. 5s, 1871, reg		****		****	****
U. S. 5s, 1871, coup	****	****	****	****	****
U. S. 5s, 1874, reg U. S. 5s, 1874, coup		2750			
. U. S. 5s, 10-40s, coup	1071	1074	1064	107	106
U. S. 5s, 10-40s, coup U. S. 5s, 10-40s, reg	107		****		106
U. S. 6s, 1881, reg	7777	3372	115	115	****
U. S. 6s, 1881, coup U. S. 6s, '81, O.W.L. y	117	117	115	115	****
U. S. 6s. 1881		****	****		
U. S. 6s, 1881, \$ y U. S. 6s, 5-20s, reg. 62.112	1124	111%	1101	110	112
U. S. 6a, 5-20a, c. 1862.114	115	114	112	1124	112
U. S. 6s, 5-20s, reg. '64	1121	****	1104	110	1104
U. S. 6s, 5-20s, c. 1864 U. S. 6s, 5-20s, reg. '65	112	112	111	****	1104
U. S. 6s, 5-20s, c. 1865.113	112	1124	110	1111	110
U. S. 6s, 5-20s, r. n. '65.115}				9.10	
U. S. 6s, 5-20s, c. n. 65.115 U. S. 6s, 5-20s, reg. 67.115	114	1144	1134	113	113
U. S. 6s, 5-20s, reg. 07.115; U. S. 6s, 5-20s, c. 1867.115;	114	114	113	113	113
U. S. 6s, 5-20s, reg. '68.115	*10	Traf	2104	Trof	*108
U. S. 6s, 5-20s, c. '68115		1147	113		113
U. S. 6s, Pac.R.R.issue107	107	1074	107	****	****
The fale of six per	1 1/4	100	10.10	dial.	
Philadelphia S					
Actual Sale Prices for					
Catawissa		F.26.			
preferred	****	***	****	****	341
Camden and Amboy1194	1197	120			119
68, 1870		****		****	
68, 1875	****	****	****	****	****
6s, 1883 84 6s, 1889	****	84	****	****	84
mort. 6s, '89		94	****		934
Elmira & Williamsport	****	****	****		
pref	****	***:	****	****	
Sahigh Navigation 94	****	94	94	94	33
Lehigh Navigation 34 6s, 1884	82	34 81±	34	34 81#	301
Gold I 971	981		98	96	
R. R. L	****	851	854	****	
Lehigh Valley R. R 53	53	53	63	53g	53
6s new coup	****	****	05	1551	-
Little Schuylkill R.R 424	****		95	43	****
78	****		****		****
Minehill	53				

6s, 1880 ..... 88
7s...... 10s, 1887 .....

....

Gs, 1878.

Hestonville, (Horse).

Chestnut & Wal.

Green & Coates

2d and 3d streets

41

Green & Coascos

2d and 3d streets

Spruce and Pine

13th and 15th sts.

182

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 30.

6s, 1872 .....
6s, 1878 .....
Union Canal, pref. ....
6s, 1878 ....
Hestonville, (Horse) ....

38

541

101

....

\*\*\*\* \*\*\*\*

54 98 94‡

106‡ 108

97± 1014

....

54 537 98

102 106

1017

704 494 102 49

....

75

28

847

51

75

21

3

71

91

74

- 00

****			
971 1012	American	Railroad	Journal.

Saturday, December 4, 1869.

Stock Exchange and Money Market.

Money has been in more general and more urgent request, since our last, and has been quoted up to 7 per cent. on call, to the best class of street borrowers, and 9@8 per cent. per annum in the discount form. The country drain of currency has been moderate. The city banks report a loss of \$273,231 of legal tender notes, and \$136,795 of deposits. They have reduced their loans, \$389,-584, and their circulation, \$76,084. They, how ever, show a gain of \$1,758,825 in their specie reserve. The U.S. Sub-Treasury reduced its coin balance, about 5% of a million, and added over half a million to its reserve of currency. It

nbject to order of Congress, interest and mium paid thereon, \$89,282,270 18. The Treasurer now helds on account of the fund named \$75,478,800 in United States six per cent, stocks. The dividends on the stocks so held will net an income to the Treasury of \$4,528,728 per annum. There has already been received on these bonds, \$704,304 in gold, which has been invested in United States bonds, representing \$787,000 held as above.

The Public Debt statement for Dec. 1, according to the Washington dispatches, showed a further liquidation of about 71/2 millions in November, leaving 105 millions of coin (including 86 millions on private account,) and 11 millions of currency in the Treasury.

The specie reserve of the city banks according to the latest return is \$29,687,896, against \$15,-786,277 same time last year. The city bank deposits are now \$183,597,395, against \$187,-418,835 week ending Nov. 28, 1868. The legal tender reserve amounts to \$48,181,890, against \$62,440,206 same time last year. The circulation now stands at \$34,155,838, against \$84,284,568 same time last year. The loans are now \$252,-678,474, against \$254,386,057 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about \$93,580.-644 a day, against a daily average of \$80,291,759 the preceding week, and \$95,148,215 the week ending with Nov. 18, 1869. The current week's exchanges average about \$100,712,000 a day. The city banks, last week, reported a gain of \$1,758,-825 of specie, with a loss of \$136,795 of deposits. and \$273,281 of legal tender notes. They reduced their loans, \$889,584; and their circulation, 276,084.

The city bank exchanges on Wednesday were up to \$113,815,081.

National Bank notes to the amount of \$112.140 were issued last week by the Treasury Depart. ment, making the total issue to 1,685 banks thus far, amount to \$319,403,801, against \$282,-555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$19,666,188, leaving, with the existing 1.618 banks, (having an aggregate capital of \$426,399,151,) an actual circulation at this date. of \$299,787,618. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$340,502,-650; and for the public deposits, \$19,358,000making a total of \$359,860,650. The Treasury Department last week redeemed and destroyed \$424,000 of worn and mutilated fractional currency, and issued \$816,204 of new. The outstanding amount of fractional currency on the 1st of Nov., was \$37,035,442, against \$33,001,299 on the 1st of October, 1869.

bee shown more activity through the work, though

# American Kaliroad Journal

The coin balances of the Government at this port on Wednesday morning, amounted to a little

The coin interest disbursements on Wednesday were \$170,458.

The customs demand for Gold last week, averaged \$320,782 a day; thus far, this week, it has averaged \$372,509 a day, or equal to a weekly aggregate of \$2,235,054. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$24,963, and since Jan. 1, \$14,870,752, against \$6,528,237 same time in 1868. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1869, hae been \$119,798,156, against \$107,809,433 same time in 1868. At San Francisco, from Jan. 1, to Nov. 19, 1869, \$7,501,000, against \$7,530,150 same time last year.

The exports of specie, from this port, last week, were \$161,704, against \$642,105 same week last year; total, since Jan. 1, 1869, \$30,346,340, against \$69,128,685 same time last year. Government disbursed last week through the U.S. Sub-Treasury here, on account of the coin interest on the public debt \$1,894,453, and since Jan. 1, 1869; \$87,425,387, against \$80,134,609 same time in 1868. The specie exports from San Francisco. from Jan. 1, to Nov. 19, 1869, were \$34,708,886, against \$32,526,034 same time in 1868.

The U.S. Treasury receipts from customs at all ports from July 1, to Nov. 27, were about 781/4 millions.

Foreign exchange has been quoted stronger in price, and rather brisker. Bankers' prime sixty day bills on London closed heavily on Wednesday at 109@10914, and on Paris to 5,2114@5.1614; sight bills on London to 1091/2@1093/4, and on Paris to 5.15c.@5.1334. The offering of produce bills has been rather liberal this week. The week's exports of domestic produce have been to the currency value of \$4,078,197, making the total since Jan. 1, 1869, \$181,214,578, against \$152,871,-364 same time last year.

Government securities have been more abundant and have declined sharply, influenced by the fall in gold, but the demand has been rather more active at the reduced figures. Government has decided to buy in thirteen millions of Fivetwenties in the current month of December, as follows: Dec. 1, \$2,000,000; Dec. 2, \$1,000,000; Dec. 8, \$2,000,000; Dec. 15, \$2,000,000; Dec. 16, \$1,000,000; Dec. 22, \$1,000,000; Dec. 29, \$2,-000,000; Dec. 30, \$1,000,000. Of these amounts, the purchases of Dec. 2d, 16th, and 30th, will be on account of the Sinking Fund. The Government purchase of two millions of Five twenties on Wednesday was made at 110.14@110.40 net, out of an aggregate offering of about 51/4 mil-

The latest quotations at the London Stock Exchange compare as follows with former returns

COLUMN STRUCTURE SALES AND SALES	ode outland	a destruction for the soul	
THE REPORT OF THE REAL PROPERTY.	Nov. 17.	Nov. 24.	Dec. 1
Consols	933/	93	93
U.S. 5-20's of 1862		8316	84
U. S. 5-20s, 1865		8216	88
1867	8316	837/8	85
" 10-408	7734	781/4	
Erie	. 20	201/2	80 21
Ill. Central	981/6	99	99
At, and Gt. West			

State bonds have been moderately active, but generally easier in price.

U. S. sixes of 1881 closed here more steadily at 115%@115%; U.S. Five-twenties of 1862, excoupon, 1121/2@1123/4; U. S. Five-twenties of 1864 at 1101/4@1103/4; U. S. Five-twenties of 1865 at 110%@11034; U. S. Five-twenties of 1865, consolidated, 113@11814; U. S. Five-twenties of 1867, 1181/4@1183/8; U. S. Five-twenties of 1868, 1123/@1131/4; U. S. Ten-forties at 1063/@106%; U. S. Six per cent. currency bonds, 107@1071/2.

A good inquiry has been noted for all substantial Railway Mortgage, at generally well supported prices. The Western Pacific Loan, offered by Messrs. Fisk & Hatch, meets with a free sale at the ruling price of 90 per cent. and accrued interest, the latter calculated at the rate of six per cent. in currency. The probability is that the loan will be closed at an early day.

Railway and miscellaneous share property has been fairly active, but has fluctuated widely. At the close more steadiness was apparent, notwithstanding the increasing activity in money.

There has been less animation in general business, and considerable irregularity in prices. Middling upland cotton closed rather buoyantly on Wednesday at 251/4@251/2 cts. per lb. The stock of cotton now here is given at about 26,500 bales. The receipts at the port this week, have averaged about 5,000 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 778,000 bales, against 615,000 bales in 1868-'9; exports, same time 374,750 bales, against 272,750 bales same time in 1868-'9; stock on hand at latest dates, 261,500 bales, against 218,800 bales same date 1868. The exports of domestic cotton goods from this port, since Jan. 1, have been 20,040 pkgs., against 22,042 pkgs., same time last year. From Boston, 6,878 pkgs., against 7,753 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves have been in more demand, at from 8@161/c., per lb.; week's receipts, 5,823. Milch cows inactive, at \$40@\$110 each, receipts, 100. Veal calves in slack request at from 4@121/c. per lb.; receipts, 1,081. Sheep and lambs in moderate demand at from 4@7c., and 5@71/2c. per lb.; receipts, 35,662. Swine in less request at 93/4@103/4c. per lb., all live weight; receipts, 17,104.

Foreign goods have been in less request and depressed in price.

Ocean Freights have been less active, lower, and irregular. For Liverpool we quote flour at 1s. 9d.@2s. by sail, and 2s.@2s. 3d. by steamer, per bbl.; grain at 41/6d.@5d. by sail, and 5d.@6d. by steamer, per bushel; cotton at 1/8d.@3d. by sail, and 14d.@5d. by steamer per lb.; and heavy goods 20s.@35s. by sail, and 20s.@50s. by steamer per ton. Total number of vessels in port on Wednesday, 465.

The balance in the Sub-Treasury on Wednesday was \$87,219,799 25.

The New York exports, exclusive of specie, for the week ending Nov. 30, and since the beginning of the year, compare as follows:

II we have the organization	1868.	1869.
For the week		\$4,078,197 177,186,876
Since January 1\$1	52,871,864	\$181,214,578

On Monday, receipts, \$729,698 in coin, (including the custom and export calls have been on a re-\$302,726 from customs,) and \$390,945 in cur-stricted scale. rency; payments, \$162,554 in coin, (including \$153,788 of coin interest,) and \$573,175 in curreney. On Tuesday, receipts, \$687,428 in coin, over 81 millions. (including \$854,074 from customs,) and \$312,283 in currency; and payments \$114,297 in coin, (in cluding \$102,550 of coin interest,) and \$416,240 in currency. The balance at the close of business on Tuesday stood at \$87,231,751, (including \$5,615,885 of currency, and \$81,053,296 of coin,) against \$88,454,638 a week previous; and \$87,-128,396 on Nov. 16, 1869. The aggregate receipts of the office in Nov. were \$67,822,747, including \$9,190,801 from customs; aggregate payments, \$74,780,059, including \$15,992,989 of coin interest.

The outstanding amount of coin certificates on the let of Nov. was \$28,781,520, against \$24,412,-720 on the 1st of Oct., 1869. The Sub-Treasurer at this port, last week, retired \$1,784,698 of coin certificates through the receipts for customs.

Government revenues have been rather less prolific, since our last. The excises yielded about 31/4 millions; customs at the port of New York, \$1,924,698, and at the outports about \$640,000 (in coin) more, making the grand total income for the week equal to about \$6,391,750 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 77 millions. In November, they reached \$13,145,570 75, an increase over the corresponding month last year of \$3,504,266 12.

Gold has been more freely offered in the open market, and has been quoted down to 121@1211/2. which figures were made early on Tuesday. Subsequently, there was a rally to 123@12318, on official announcement that Government would make no award of gold on that day, notwithstanding the fact that it had invited proposals, without making for itself the usual reservation of the right to reject any or all bids, which might be made. There were bids, made to the amount of \$1,485,000 at from 120.68@121.20 the latter having been bid for \$600,000 by Messrs. Trevor & Colgate, who claim that their bid should be accepted, in view of the omission, in the official advertisement of the customary reservation in the interest of the Government. The Sub-Treasurer, however, acting on instructions from Washington, declined to make any award at less than 122, which price was not bid. Government had announced, as part of its programme for December, that it would sell eleven millions of gold, during the current month, as follows: Dec. 3, \$1,000,000; Dec. 7, \$1,000,000; Dec. 9, \$1,000,000; Dec. 10, \$1,000,000; Dec. 16, \$1,000,000; Dec. 17, \$1,000,-000; Dec. 21, \$1,000,000; Dec. 23, \$1,000,000; Dec. 24, \$1,000,000; Dec. 28, \$1,000,000; Dec. 31, \$1,000,000. Since this announcement was made it has been stated that some of our leading merchants had urged the Secretary of the Treasury to either stop or materially reduce his gold sales during December, upon the ground that the decline which, in the present condition of the market, would naturally follow the large sales advertised, would be likely to check exports of produce, and force prices so low as to bring about embarrassment in credits. On Wednesday, the range of the price was from 121% @12214, and the closing quotation was 122. The speculation has shown more activity through the week, though and since the beginning of the year, have been as follows:

b.888Laces - distinctly 1860 \$1,168,847 3.013.850

Total for the week..... \$5,320,498 \$4,182,697 Previously reported....222,782,624 264,268,064

Since January 1.....\$228,103,117 \$268,445,761 The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns :-

New York.—New York Central and Hudson River scrip, 78; N. Y. and New Haven, 140; Dubuque and Sioux City R. R., 109; do., 1st mort., 93; Norwich and Worcester R. R., 108; New Jersey Central new bonds, 97; Pacific 7s, guar. by Mo., 92; Union Pacific 6s, gold, 85; St. Louis and Iron Mt. 1st mort., 81; Toledo, Peoria and Warsaw 1st mort., E. D., 82½; Milwaukee and St. Paul 1st mort., Iowa Div., 87; Morris and Essex con. bonds, 84; N. Y. Central Sub. bonds, 851/2; South Carolina 6s, new, 671/4; Ohio 6s, 1875, 101½; Louisiana 6s, 66; do., 6s, Levee bonds, 58; Georgia 7s, 95; New York 7s, Bounty Loan, 1091/4; do., 5s, 1874, 991/4; Alabama 8s, 98½; Brooklyn 6s, W. L., 92½; Pennsylvania Coal, 235; Western Union Telegraph, 35; do., 7s, 851/2; Am. Mer. Union Exp., 36; U. S. Exp., 49¾; Adams' Exp., 56¼; Benton Gold, 0.18; Consolidated Gregory gold, 1.60; Grass Valley gold, 0.47; Hope gold, 0.05; Liberty gold, 0.07; La Crosse gold, 0.21; Quartz Hill gold, 2.60; Smith and Parmalee gold, 1.90.

Philadelphia,-Oil Creek and Allegheny River R. R., 381/4; East Pennsylvania R. R., 37; Tioga R. R. 7s, 91; West Jersey 6s, 91; Lehigh Nav. Conv. Loan, 80; Ridge Avenue R. R., 9; Germantown R. R., 28; Trenton (N. J.) W. L., 961/8; Ocean oil, 0.56. The latest quotations are: do., City 6s, 96@97; do., free of tax, 99@991/4; State bs, coupon, 921/2@923/4; do., 6s, W. L., 101@do., 1st series, 102@1021/2; do., 2d series, 1061/2@ 1063/4; do., 6d series, 107@108; Reading, 491/8 @ 491/4; do., 7s, 1893, 101@103; do., mort. 6s, 1880, 90@91; Camden and Amboy, 1193/@120; do., mort. 6s, 1889, 93@9314; do. 1883, 84@841/2; do., 1889, 841/2@851/2; Penn. R.R., 53@531/3; do., 1st mort., 98@99; do., 2d mort., 943/4@95; Little Schuylkill R. R., 421/4@423/4; Morris Canal, 25@ 30; do., pref., 60@61; do., bonds, 75@80; Susquehanna Canal, 10@10; do., 6s, 53@57; Sch. Nav., 5@71/2; do., pref., 14@15; do., 6s, 1882, 523/4@54; Elmira and Williamsport, pref., 38@ 40; do., 7s, 1873, 89@90; do., 5s, 57@59; Lehigh Coal and Navigation, 331/2@33%; do., 6s, 1884, 81 @81%; do., R. R. Loan, 851/4@851/6; do., Gold Loan, 95@96; North Pennsylvania, 37@38; do., 6s, 88@89; do., Chattle 10s, 107@-; Philadelphia and Erie, 28@281/4; do., 6s, 86@893/4; Minehill, 53@531/4; Catawissa, 14@15; do., pref., 341/9@ 35; Lehigh Valley, 53@53; do., 6s, 92@95; do., 6s, reg., 943/4095; Fifth and Sixth streets, (horse,) 36@38; Second and Third, 40@41; Thirteenth and Fifteenth, 18@19; Spruce and Pine, 18@22; Green and Coates, 38@38; Chestnut and Walnut, 4534@46; Hestonville, 1136@1156; Union, 40@

Cincinnati, Sandusky and Cleveland 7s, 1890, 70;

mont Central 1st mort., 78%; Vermont Central & Co., 49 Wall St. Y was an enough a property and and Vermont and Canada 8s, 99; Old Colony and Newport 6s. 1876, 93; do., 7s, 1877, 101; Dixon and Peoria R. R. 8s, 1889, 8914; Carthage and Burlington R. R., 8s, 1879, 893/4; Keokuk and St. Paul R. R. 8s, 901/4; Union Horse R.R. 1017/6; Conn. and Passumpsic Rivers pref., 88; do., 6s, 1876, 90 : Summit Branch R. R., 281/4; Boston, Concord and Montreal pref., 74; Burlington and Missouri River R. R., 74; do., 8s, 1879@1894 961/4; Boston Water Power Co., 137/8; Cary Imp. Co., 61/8; Maine 6s, 1889, 973/4; Massachusetts 6s, 1871, gold, 1173/4; do., 5s, 1894, gold, 1017/8; Cambridge 6s, W. L., 981/2; Chicago 7s, 1899, 9314; Cleveland, Obio, 7s, 1870, 981/2; do., 1871 971/2; do., 1872, 963/8; Cincinnati 7 8-10s, 1899, 10114; Hartford 6s, 1898, 9214; Portland 6s, 1887, 9134; Bangor 6s, 1894, R. R. Loan, 847/2; Calumet Mining Co., 55; Phoenix, 16.

Baltimore.-Orange, Alexandria and Manassa 7s, 73; Northern Central 6s, 1890, gold, 1011/4; Memphis City 6s, 48; Maryland Defense Loan, 1021/4; Virginia 6s, 1866, reg., 54. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 88 @-; Balt. and Ohio, 128@1281/4; do., 6s, 1875, 9816@94; do., 1880, 9816@-; do., 1885, 9214@ 9234; Northern Central, 481/044; do., 6s, 1885, 871/088; do., 1900, 821/084; do., 6s, 1900, gold, 100% @101; Parkersburg Branch, 23@23%; N W. Va. 1st mort., 93@95; do., 2d mort., 91@93; do., 3d mort., 1885, 86@891/4; Marietta and Cincinneti 7s, 1892, 87@88½; do., 2d mort., 65@66¾; Central Ohio, 27@28%; do., 1st mort., 79@80; Western Md. 6s, 1890, 65 4 667; do., guar., by Baltimore City, 90@91; do., 2d mort., guar., 891/2 @91; do., 6s, pref., 25@42; do., 6s, guar., by Washington Co., 77@80; Richmond and Danville bonds, 68@69½; Baltimore 6s, 1875, 91¼@92; do., 1886, 913/4@981/4; do., 1890, 911/8@921/4; do., 1893, 89@921/4; do., 5s, 1838-'70, 70@75; Memphis City 6s, 473/2050; Maryland Defense Loan, 1021/20103; City Passenger R. R., 18@185/4; Baltimore and Catonsville, 4@8; George's Creek Coal, 50@70; Santa Clara, -@1.50; Atlantic Coal, 2.50@3.00; Bare Hill, 0.06@0.15.

St. Joseph and Denver City Railroad.

This company offer for sale \$1,500,000 of their First Mertgage Bonds having 30 years to run, and bearing Eight per cent, interest, payable in gold coin, free of government taxes, in New York, London, or Frankfort on the Main. These bonds are secured by a mortgage upon 111.08 miles of road, extending from Elwood, Mo., to Marysville, Kansas, 40 miles of which are now in successful operation, and the remaining portion is being rapidly completed. This road is a continuation. or extension, of the Hannibal and St. Joseph, and St. Louis and St. Joseph Railroads, to Fort Kearney, on the Union Pacific main line. The whole road when completed will be 271 miles in length, commencing at Elwood, Kansas, on the west bank of the Missouri River, opposite St. Joseph, Missouri, and terminating at Fort Kearney, Nebraska, thus intersecting the Union Pacific. The central point on the line of the road between St. Joseph and Fort Kearney is Marysville, 111.08 miles from Bestern R. R. 6s, 1889, 96; do., 1874, Elwood, to which place the line is now being 941/2; Vermont and Massachusetts 6s, 1883, 90; pushed with great rapidity. The agents in this city for the sale of these bonds are Messrs. W. P.

The imports for the week ending November 27, Ogdensburg and Lake Champiain 8s, 993/4; Ver- Convense & Co., 54 Pine St., and Messrs. TARRER

Messrs, Lockwood & Co., 94 Broadway, New York, continue the Banking and Commission business in Government, Railway, and other Secu-

A CHOICE SECURITY. SEVEN PER CENT. GOLD, FREE OF GOVERNMENT TAX. NEARLY 10 PER CENT. CURRENCY, FIRST MORTGAGE BONDS OF NEW YORK AND OSWEGO MIDLAND RAILROAD. THESE BONDS CAN BE REGISTERED, al most adiana

SIX MILLIONS OF DOLLARS PAID-UP STOCK SUBSCRIPTIONS. No bonds issued on road under construction; issue limited to \$20,000 per mile of road built and in running order, BEING ONLY ABOUT HALF THE ACTUAL CASH COST. The road is being built with great economy for cash; 100 miles are done, and in the most thorough manner; 50 miles additional will be finished in November; and the whole line (over 400 miles) it is expected will be completed within the ensuing year. It is one of the most important roads in the State of New York. It shortens the route from New York City to Buffalo 70 miles, and to Oswego 45 miles; it traverses a populous district destitute of other railroad facilities, which must furnish it a large and profitable local business; and it will be completed at an aggregate cost far below that of any competing line. These advantages cannot fail to make it one of the best paying roads leading from the metropolis, and its First Mortgage Bonds one of the safest securities ever issued. All mortgage bonds issued on Railroads running from the City of New York are good, and the interest promptly paid, although some of them are mortgaged for more than double the amount per mile that the Midland is. Among the bonds now offering we know of none equal to these. For the investment of trust or other funds there is nothing better; and in exchange for Government Bonds they give a large increase of income, beside capitalizing the premium. They are meeting with rapid sale, and we have been gratified to find that they are taken chiefly by our most conservative and sagacious capitalists in exchange for Government securities. Price par, and accrued interest in currency. Circulars, pamphlets, &c., on hand for distribution.

GEORGE OPDYKE & CO., Bankers, No. 25 Nassan st.

Norfolk and Great Western Raffroad.

The surveys of the eastern division of this road, between Norfolk and Bristol, have been completed, the engineer corps, under charge of Capt. Fitzhugh, having arrived at Bristol, its Western terminus, after surveying every foot of the line from Norfolk. Their report of the route is of the most favorable character. The Iron mountain was crossed at Fox Gap, about eight miles north of White Top mountain, and the survey passes down Widener's Valley and crosses the Middle Fork of Holston about one mile above its confinence with the South Fork.

The Newark and Elizabeth Railroad in progressing rapidly towards completion, the track being now laid a considerable distance inside the city line. Mr. E. G. Brown has charge of the Commerce of New York.

The foreign imports at New York for the month of October, 1868 and 1869, are officially stated

Entered for consumpt'n.	1868.	1869. \$10,288,541
Do. for warehousing	6,850,498	5,841,849
Free goods	1,294,991	879,329
Specie and bullion	654,862	8,580,817

\$20,590,036 Total entered at port...\$19,994,790 Withdrawn fr. wareh'use 8,892,665 10,704,752

The foreign imports at New York for the ten months from January 1, were:

DOLLARS PAID IF	1868.	1869.
Entered for consumpt'n.	110,570,527	\$132,338,648
Do. for warehousing	92,231,894	108,505,972
Free goods	9,598,428	12.489,960
Specie and bullion	6,478,583	15,319,395

Total entered at port...\$218,869,427 \$268,653,975 Withdrawn fr. wareh'se 88,256,992 94,670,950

The revenue from customs at New York:

DOD wood water to	1868.	1.5	1869.	
1st quarter	\$28,026,042	14	\$34,640,194	91
2d quarter	27,424,706	51	28,827,215	08
3d quarter	84,150,298	97	35,865,913	58
In October	10,059,277	84	10,554,660	92

Total from Jan. 1.\$99,660,324 96 109,887,984 44

The exports from New York to foreign ports in the month of October, were:

Domestic produce Foreign free goods Do, dutiable Specie and bullion,	10,822 740,477	1869. \$18,419,645 71,862 577,748 2,581,076
Total exports	\$16,314,640	\$21,600,831 19,069,255

The exports from New York to foreign ports for ten months from January 1, were:

Washington Designation to the or other	TOTAL SECTION AND ADDRESS OF THE PARTY OF TH	\$2000000000000000000000000000000000000
non-rest in all families of a	1868.	1869.
Domestic produce	\$127,662,172	\$153,147,985
Foreign free goods	551,831	827,068
Do. dutiable	6,456,018	5,799,784
Specie and bullion	67,942,609	29,248,704

Total exports ......\$202,612,630 \$188,523,541
Do. exclusive of specie 134,670,021 159,274,887

#### Journal of Railroad Law.

COMMON CARRIERS-EXTENT TO WHICH THEY MAY COSTRACT AGAINST THEIR OWN NEGLIGENCE-WHAT QUESTIONS SHOULD BE LEFT JURY.

The facts of the recent case of Illinois Central R. R. Co. vs. Adams (42 Ill., 474,) are fully and clearly stated in the following opinion by

Breeze, J .- This was an action on the case brought in the De Witt Circuit Court by Parker S. Adams against the Illinois Central Railroad Company, for negligence in transporting certain car loads of live hogs from Clinton to Chicago, by reason whereof a number of the hogs died,

The cause was tried by a jury, and a verdict for the plaintiff for \$505 12. A motion for a new trial was made and overruled, and exception taken. Exceptions were also taken to the judgment of the Court refusing certain instructions asked by the defendant, in modifying others and in giving instructions in behalf of the plaintiff The case is brought here by appeal. The declaration, as filed, contained four counts, to the first three a demurrer was sustained, and the trial was had upon the fourth count, in which the averment was, that the defendants were guilty of gross careleasness in not watering the hogs, by means where

of they were injured to the amount of \$1,000, testified to his own interference with Perigo, the Various errors are assigned, but the controversy depends principally on the instructions and the nature of the contract entered into by the parties

It is insisted by the appellants, that by the contract of shipping, the company was not liable for any loss except such as might result from a collision of the train, or when the cars were thrown from the track in course of transportation, and that the hogs were to be fed and watered by the owner, and to be at his risk in all respects except as specified to in the form of the contract or receipt in the hands of the agent.

The phrase, "feeding and watering," as used in the contract, has reference alone, as we understand the contract, to the ordinary sustenance such animals require in the course of transportation, while the negligence complained of, and for which the railroad company is sought to be charged, is the application of water externally to hogs confined in cars, causing them to become much heated, and from which speedy death ensues if they are not promptly relieved by this application.

The whole case turns upon the fact of the liability of the company to apply this water, and failing to do so on request, does it amount to such gross negligence against which it is not in the power of the company to stipulate?

The proof is clear that it is the custom of the railroad agents to make this application of water, and it is most reasonable and just that it should be their duty, for their employers own the trains, the tanks and the water within them, and have entire and exclusive control of all the movements and stoppages of the trains, with which no shipper can, in the slightest degree interfere. Were it not so, who can estimate the derangement to which trains would be subjected, did every shipper control its movements-did he have the power to stop it for any purpose, or appropriate water at an inconvenient or improper station where there might be but a scanty supply not in excess of the necessities of the boilers? Good policy and a due regard to the operations of the trains, require that this duty of watering live hogs in the manner described in the evidence should devolve upon those who manage the trains, and not upon the shippers of such stock. The contract referred to in the declaration had no reference to this matter. but to their ordinary feeding and watering, which duty properly belonged to the owner.

If, then, it was gross negligence in the conductor of the train carrying these hoge, in refusing to aprly water to them when requested at Bloomington or at Normal, at which latter place water was convenient and abundant, the company could not contract against that. This Court said, in the case of Ill. Central R. R. Co. vs. Crabtree & Morrison, 19 Ill., 139, that although a railroad company might protect itself by contract against certain risks assumed by common carriers and belonging to their vocation, it was contrary to good morals and public policy that they should be allowed to stipulate against their own gross negligence, or that of their employees, or their wilful the objections taken to the instructions.

The jury have found there was gross negligence in this case. It is true, the testimony was contradictory on this point, but the jury have given the most credit to Shaw, the witness for plaintiff, who

conductor when the train was at rest at Bloomington, and also when it was on the switch at Normal, and at both places distinctly informed the conductor of the suffering condition of the hogs for the want of water, and of the personal appeal of the owner to the same conductor to apply the water. Perigo, the conductor, denied all this, and it was exclusively for the jury to weigh the testimony of both, and give the credit where they thought it most properly belonged, and with their decision in this regard this Court is not permitted to interfere. The testimony of Shaw fully establishes gross negligence of a wilful character. and inexcusable in any light in which it can be regarded. If excusable at Bloomington, on ac. count of a scarcity of water, or a total want of a supply there, it was not so at Normal, where the train rested long enough to have performed the operation more than once if needed. But the appellant's counsel insists, that it was the gross neglect of appellee in not watering the hogs at Clinton, after driving them more than four miles, and suffering them to remain in the stock yard there without water, from ten o'clock in the forenoon until four or five o'clock in the afternoon, when they were placed on the cars. Most of the witnesses say it would have been a good thing to have watered the hogs at Clinton, but no one attributes the deaths and injuries to this omission, nor does there seem to have been any necessity for watering them there before placing them on the cars. It was not water internally the animals needed, and, as it was a wet time at which they were driven to Clinton, and several branches of water crossed on the route thither, it is reasonable to suppose they had their fill of that element, and it was only when confined in the cars that they suffered for the want of it, and the conductor was deaf to every appeal made to him to supply water until the train had reached El Paso, a distance of more than forty miles from Clinton, and then denied water, until the station agent at that place directed the conductor to do his duty by supplying water. At this point the hogs were transferred to the cars going to Chicago, and Perigo's train proceeded on the main track. The counsel for appellant's insists, it was not the duty of this train to engage in switching, or anything else, but to coal and water, and hitch on such cars as were to go north by his train.

This being so, then, most imperative and overwhelming was the duty of this conductor to apply the water at Normal, when he was requested by the owner to do it, and the animals then in a suffering and dying condition. He knew he could not take the time at El Paso. He knew he had other duties there which would engage his train, and when he arrived there, it was only by the interference of the station agent he made any movement in the direction desired. If the jury believed the statement of Shaw, a case of recklessness, of gross negligence, by conductor Perigo, was fully established.

The views here presented fully dispose of all

Those which were refused, as asked by appellant, were substantially embraced in those given.

Perceiving no error in the record, the judgment must be affirmed.

Judgment affirmed, vall link when bead liss

Louisville and Nashville Bailroad.

We gave, last week, an abstract of the reports of the officers of this company for the fiscal year ending June 30, 1869. The following extract from the report of ALBERT FINE, Esq., General Superintendent, has reference to the connections and extension of the road :

In my annual report for the year 1866, I referred to various connections and extensions that would, as soon as completed, add greatly to the prosperity of the road and the city, and which at no distant day might become absolutely necessary in order to establish the Louisville and Nashville Railroad upon a firm and enduring basis. It is satisfactory to be able to record, after the lapse of only three years, that the works then mentioned have not only all bren commenced, but that some have already been completed.

The Louisville and Cincinnati Railroad, begun in 1867, was opened for business in June last. However, we can not expect to reap the full bene-fit from this important improvement until the connection with the Louisville and Nashville Bailroad at Louisville has been established, as originally contemplated when the Louisville and Nashville Railroad Company agreed to aid in the construc-

tion of the Cincinnati road,

The bridge over the Ohio River commenced in the summer of 1867, will be finished by about the first of December. Perhaps no other improvement will exercise so great and beneficial an influence upon the prosperity of the Louisville and Nashville Railroad as this one. At present the amount of through freight business which this company and its southern connecting lines could transact is measured by the capacity of the Transfer Company to haul by wagons from Jeffersonville to our depot. On account of the delays caused by this transfer, and the limited quantity of freight that can be handled, our through business has been greatly checked. With the completion of the Ohio River bridge all these difficulties will be overcome, and we will be enabled to establish the quickest and most satisfactory through line between the Southwest and the Northeast for

both passengers and freight.

The extension of the Mississippi Central Railroad to Humboldt has been virtually accomplished by means of a contract made by that road with the Mobile and Ohio Railroad, according to the terms of which the trains of the Mississippi Central Railroad, according to the terms of which the trains of the Mississippi Central Railroad, according to the terms of which the trains of the Mississippi Central Railroad Railroad, according to the terms of which the trains of the Mississippi Central Railroad Railro tral Railroad are permitted to run as far as Humboldt, where they now make direct connection with our trains. The great obstacle in the way of transacting a satisfactory through passenger and freight business with the Mississippi Central Rail-road is thus removed, and the beneficial effects of

this arrangement are already apparent.

The Montgomery and Decatur Railroad (North and South Alabama Road) is now under contract, and from the character of the gentlemen who have undertaken the construction of the road, its completion in the shortest practicable time may be confidently expected. This road will give us a valuable connection, aia Nashville and Decatur, with a section of country the centers of which are Selma, Montgomery, and Pensacola, now accessible only by circuitous routes.

The extension of the Lebanon Branch in the direction of Knoxville has not progressed during the year as rapidly as is desirable, owing in a great measure to the fact that the prospects of forming a connection with the Knoxville and Kentucky Railroad at State Line have not been of a nature to justify a more energetic prosecution of the work on our part. The road is now operated as far as Mount Vernon, 129 miles distant from Louisville; and by January 1, 1870, the track will have reached Rockcastle River, 140 miles from Louisville, beyond which point all work has been suspended for the present. With a view of urging the early completion of this road, which has become a matter of vital importance to this company, the following considerations are

The large capital already invested in the Leba-

non Branch cannot be expected to yield proper returns as long as that Branch is operated as a local road, which must necessarily continue to be the case until a connection is made with the roads in East Tennessee, whereby through business would be secured. The estimated cost of completing the road to State Line is \$1,800,000; and the Knownille and Kentucky Bailroad

BOTH RAILS of the main track absolutely in case the Knoxville and Kentucky Railroad Company should be unable to finish their portion of the line, the entire additional capital required to finish the road to Knoxville would be about \$3,000,000. There can be no doubt that the increased revenue derived from the through business over the 140 miles of finished road, which we could command when the road is completed to Knoxville, would pay the interest on the addi-tional capital required, while before long the whole investment must become profitable. The completion of the road would place us in condito demand of our connecting lines south of Nashville, which now discriminate against the Louisville and Nashville Railroad, such terms as would enable us to compete with other lines for the great business carried on between the Southeast and Northwest. On the other hand, if we fail to complete the road, it may be with certainty assumed that a large portion of this business which now passes over the Main Stem, yielding a revenue of about \$300,000 per annum, will be entirely lost to us in the course of a few years.

The business between the Northwest and Southeast is constantly on the increase, and as we now occupy the vantage-ground in the way of forming the shortest connection between these two great sections—a connection which has almost become a public necessity—we have it in our power to secure and control the largest share of it before any rival interests could seriously interfere. In fact, the speedy establishment of this thorough-fare would make the construction of a rival road

exceedingly improbable.

The city of Cincinnati is willing to expend \$10, 000,000 for the purpose of securing a connection with the railroad system of East Tennessee, which Louisville can obtain at one fourth the cost, and in almost less time than it would take Cincinnati to

properly locate a route.

With the completion of the Knoxville Branch to Knoxville, the main railroad system centering in Louisville may be considered as completed, and it will only be necessary to construct branches to feed the main lines. The location of the Louisville and Nashville Railroad with its Branches is one of great strength and is peculiar to itself. By means of it the best connecting links between the different sections of country are formed in all di-rections. Thus the Main Stem occupies almost the direct line between Pensacola aed Chicago, furnishing for all the country directly south of Louisville an excellent route to the North, Northwest, and the Northeast. The Memphis Branch forms part of the quickest through line between Memphis, Mobile, New Orleans, and the North Atlantic States, connecting us also with the rail-road systems of Arkansas and Texas. The Knox-ville Branch will give the shortest line of communication between all the South Atlantic States and the Northwest, connecting Norfolk, Wilming-ton, Charleston, and Savannah with Chicago and St. Louis, and through their roads with the Pacific.

With all these great advantages of location, the Louisville and Nashville Railroad will always be in a position to command a fair share of business, no matter what rival lines may spring up in the the future; and as the population and commerce of the country are rapidly increasing, it is safe to conclude that after the completion of the works above mentioned, with proper management, the prosperity of the company can be secured for all

time to come.

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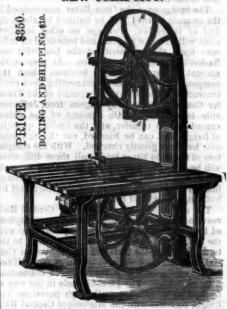
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The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

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We confidently claim for the PATENT COMPENSATING FISH-JOINT:
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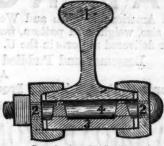
Provision has been made to prevent sliding of the rails.

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Cross Section of Rail Joint.





Bottom Ribbed Plate, 14 in. in length.

Cross Section of Rail Joint.

The above diagrams show the general design of this new Suspension Rail Joint, which, after long and successful trial on the Philadelphia, Wilmington and Baltim're, and other Railways, is now offered to Railway Companies. The cut on the left gives a cross section of the finished joint, howing the ail (2) resting upon the ribs of the bottom plate (3), with the stanges of the rail and the bottom plate embraced by the side clamps (9), and held firmly in place by bolts (4.) In screwing up these bolts, the bite or grip between the bevel on the side clamps corresponding with the bevel on the stanges of the rail, insures great vertical and lateral rigidity to the joint.

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All that portion of the joint, shown in the cut of cross section, below the bottom of the rail, bears endwise against the cross-ties, and prevents any creeping of the track. It makes a very firm joint, does not get out of order, and can be fitted to any size of rail. When ordering, send a sample piece of rail two feet long. Address.

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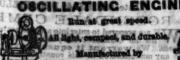


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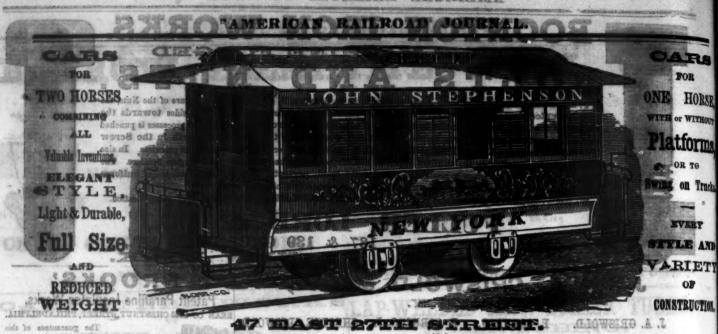
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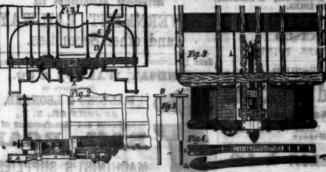
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